RHODE ISLAND STATEWIDE PLANNING PROGRAM TRANSPORTATION ADVISORY COMMITTEE

Thursday, May 26, 2016 RIDOA, Conference Room A One Capitol Hill, Providence, RI

DRAFT MINUTES

I. Attendance

1. Members Present

Ms. Fran Shocket, Chair Public Member

Mr. Everett Stuart, Vice Chair RI Association of Railroad Passengers

Mr. Lloyd Albert AAA Northeast

Mr. Dan Baudouin Providence Foundation

Ms. Meredith Brady RI Department of Transportation

Mr. John Flaherty Grow Smart RI
Ms. Bari Freeman Bike Newport

Mr. Ronald Gagnon RI Department of Environmental Management

Ms. Martina Haggerty City of Providence

Mr. Jonathan Harris Sierra Club

Mr. George Monaghan

RI Consulting Engineers (RICE)

Ms. Amy Pettine

RI Public Transit Authority

Ms. Lillian Piccione

RI Public Transit Authority

RI Public Transit Authority

RI Airport Corporation

Mr. Timothy Scanlon Construction Industries of Rhode Island
Ms. Pamela Sherrill RI Chapter, American Planning Association

Mr. Michael Walker RI Commerce Corporation

2. Members Absent

Mr. Alan Brodd City of Woonsocket
Mr. Michael Cassidy Public Member
Mr. Richard Crenca City of Warwick

Dr. Judith Drew Governor's Commission on Disabilities

Ms. Eliza Lawson RI Department of Health Mr. Chris Maxwell RI Truckers Association Ms. Dinalyn Spears Narragansett Indian Tribe

Mr. Michael Wood Town of Burrillville/RI League of Cities and Towns

3. Staff Present

Mr. Parag Agrawal RI Division of Planning

Ms. Linsey Callaghan
Ms. Kimberly Crabill
RI Statewide Planning Program
Mr. Benjamin Jacobs
RI Statewide Planning Program
Mr. Michael Moan
RI Statewide Planning Program
Mr. Jared Rhodes, Chief
RI Statewide Planning Program
Ms. Chelsea Siefert
RI Statewide Planning Program
RI Statewide Planning Program

4. Guests Present

Ms. Barbara Breslin

Federal Highway

NOTE: The public hearing which began at 6:36 pm and ended at 8:06 pm and the TAC meeting minutes are attached in the form of the official transcripts

II. Agenda Items

1. Call to Order

At 8:06 p.m. Chair Shocket called the meeting to order.

2. Approval of April 21, 2016 Meeting Minutes – for action

Chair Shocket asked for a motion to approve the meeting minutes of April 21, 2016. Mr. Flaherty made the first motion. The motion was seconded by Mr. Monaghan. There was no further discussion. The following members voted aye, Shocket, Baudouin, Brady, Flaherty, Freeman, Gagnon, Haggerty, Harris, Monaghan, Pettine, Porter, Scanlon, Sherrill, Stuart and Walker. Mr. Albert was not present. There were no nay votes, abstentions or recusals.

3. Public Comment on Agenda Items – for informational purposes

There was none.

4. <u>State Transportation Improvement Program (STIP) FFY 2017 – 2025 and FFY 2013 – 2016 – Amendment #7</u> - for action

Chair Shocket asked for a motion to approve the FFY 2013 – 2016 Amendment #7. Mr. Walker made the first motion. The second motion was made by Ms. Brady. Discussion was as follows: (Refer to the attached transcripts)

Hearing no further discussion. Chair Socket called for the vote. The following members voted aye, Baudouin, Brady, Gagnon, Haggerty, Monaghan, Piccione, Porter, Scanlon, Sherrill, Schocket and Walker. The following members voted nay, Flaherty, Freeman, Harris, and Stuart. Mr. Albert was not present. There were no abstentions or recusals.

5. <u>Unified Planning Work Program FY 2017 – for action</u>

Mr. Agrawal overviewed the changes to the Unified Planning Work Program (UPWP) that have occurred since the committee last met. Discussion was as follows: (Refer to the attached transcripts)

A motion was made by Mr. Baudouin for a RIDOT and DOA to look into the idea of establishing a transportation improvement district for the I-295 interchange with the idea of trying to recoup the \$3 million the state is expected to pay to construct the interchange in Johnston. The motion was seconded by Mr. Flaherty. The following members voted aye, Baudouin, Brady, Flaherty, Freeman,

Gagnon, Haggerty, Harris, Monaghan, Piccione, Porter, Scanlon, Sherrill, Schocket, Stuart, and Walker. Mr. Albert was not present. There were no nay votes, abstentions or recusals.

Chair Shocket asked for a motion to recommend the Unified Planning Work Program FY 2017 to the State Planning Council for approval. The first motion was made by Mr. Baudouin. The motion was seconded by Ms. Brady. The following members voted aye, Baudouin, Brady, Flaherty, Freeman, Gagnon, Haggerty, Harris, Monaghan, Piccione, Porter, Scanlon, Sherrill, Schocket, Stuart, and Walker. Mr. Albert was not present. There were no nay votes, abstentions or recusals.

6. Additional Public Comment – for informational purposes

There were none.

7. <u>Announcements</u>– for discussion

(Refer to the attached transcript)

8. Adjourn

Chair Shocket asked for a motion to adjourn. Mr. Walker made the first motion. The motion was seconded by Mr. Baudouin. There was no further discussion. The following members voted aye, Baudouin, Brady, Flaherty, Freeman, Gagnon, Haggerty, Harris, Monaghan, Piccione, Porter, Scanlon, Sherrill, Schocket, Stuart, and Walker. Mr. Albert was not present. There were no nay votes, abstentions or recusals. Meeting adjourned at 8:40 p.m.

Prepared by: Kimberly Crabill, Executive Assistant

Respectfully Submitted,

Linsey Callaghan, TAC Secretary

In The Matter Of:

Public Hearing

FFY 2017-2025 STIP & FFY 2013-2016 STIP May 26, 2016



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STATE PLANNING COUNCIL TRANSPORTATION ADVISORY COMMITTEE

FFY 2017 - 2025 STIP and FFY 2013 - 2016 STIP *AMENDMENT NUMBER 7

DATE: May 26, 2016

TIME: 6:30

PLACE: Department of Administration

Conference Room A

1 Capitol Hill, Providence, Rhode Island

HEARD BEFORE:

FRAN SHOCKET, CHAIR PARAG AGRAWAL **EVERETT STUART** DAN BAUDOUIN LLOYD ALBERT MEREDITH BRADY JOHN FLAHERTY BARI FREEMAN RONALD GAGNON MARTINA HAGGERTY JONATHAN HARRIS GEORGE MONAGHAN AMY PETTINE PAMELA SHERRILL LILLIAN PICCIONE MICHAEL CASSIDY DANIEL PORTER TIMOTHY SCANLON MICHAEL WALKER

STAFF MEMBERS:

JARED RHODES LINSEY CALLAGHAN KIMBERLY CRABILL CHRIS WITT CHELSEA SIEFERT

1 (HEARING COMMENCED AT 6:36 P.M.)

CHAIRWOMAN SHOCKET: Good evening, I'm calling this hearing to order at 6:36. My name is Fran Shocket, and I am the chair of the Transportation Advisory Committee and will preside at this hearing, which has been authorized by the

COUNCIL MEMBER: You're going to have to speak a little louder. My apologies.

CHAIRWOMAN SHOCKET: Okay, I'll shout. My name is Fran Shocket, and I am chair of the Transportation Advisory Committee and will preside at this hearing, which has been authorized by the State Planning Council for the purpose of accepting public comment on Amendment Number 7 to the State Transportation Improvement Program for federal and fiscal year 2015, 2016, and the Draft State Transportation Improvement Program for federal fiscal years 2017 through 2025.

In getting us started today, I would like to begin with a few housecleaning items. First and foremost, please note the location of the fire exits. In addition, and should you need the restrooms, know that you can find them directly outside and to the right of the main entrance.

Next, should you be here to offer testimony, please know that you must sign in and register accordingly at the welcome desk, which is back there. Otherwise, we will be unaware of your desire and may not call your name.

Last, but not least, I also want to make sure everyone is aware that all comments, including written, related to Amendment Number 7 must be received at the close of this public hearing tonight; however, written comments on the proposed draft fiscal year '17-'25 STIP will be accepted through June 26th as explained in the official notice, which is posted on statewide planning's home page.

Now, with those items out of the way, and prior to accepting public comment, I am first going to turn the floor over to Linsey Callaghan, supervising planner with the Statewide Planning Program, then Amy Pettine, Executive Director of Planning for RIPTA, and, finally, Meredith Brady, Acting Policy Director for RIDOT, who will provide brief informational presentations overviewing the proposed actions. Following that, I will ask you to hold any questions that you may have so that we may begin the formal comment period. Linsey?

1 MS. CALLAGHAN: Thank you, Madam Chair. As Madam Chair explained, the purpose of this 2 hearing is to receive public comments on two 3 separate related documents: Amendment Number 7 to 4 5 the State Transportation Improvement Program for federal fiscal years 2013 to 2016 and the Draft 6 7 State Transportation Improvement Program for 8 federal fiscal years 2017 to 2025. The STIP, as a document, is a list of 9 10 transportation projects the State of Rhode Island intends to implement using U.S. Department of 11 12 Transportation funds. For transportation projects 13 to utilize these federal funds, it must be included in the STIP. To provide some added 14 15 context on the STIP, in 2012 when the Federal 16 Transportation Authorization Bill, Map-21, was passed, it focused on improving the condition of 17 18 the nation's transportation system. States are now required to show how these 19 federal investments and their infrastructure 20 21 improve the transportation system's overall performance and conditions. The state has been 22 23 preparing for this shift for several years. RIDOT 24 started with the migration of transportation 25 infrastructure planning, an asset management place

1 system of planning to avoid more expensive long-term costs. However, the biggest issue 2 facing the state in meeting the federal 3 requirements was identifying appropriate funding. 4 The state has taken some key steps to 5 provide sustainable transportation infrastructure 6 7 funding and broadening available resources, 8 including the redirection of the gas tax on 9 transportation needs, the replacement of bond borrowing with the increase of vehicle 10 registration and driver's license fees, along with 11 12 RICAP funds, and also the creation of the Rhode 13 Island Highway Maintenance Account. The shift in resources to meet the state's critical 14 15 infrastructure needs culminated in the passage of 16 roadwork in February of this year, which imposes a 17 new toll on large commercial trucks, which is 18 expected to bring in approximately \$45 million a year when fully operational. 19 These two documents that are being 20 presented today represent the project 21 22 implementation of the policy shifts I just 23 outlined. The remaining of the presentation will first focus on Amendment Number 7 to the 2013 to 24 25 2016 STIP, which realigns the federal fiscal year

2016 projects with additional available state and federal funding sources and with RIDOT's 10-year strategic plan. In addition, this amendment includes new transit and highway funds. I will now turn the presentation over to Amy Pettine to detail RIPTA's specific amendment request.

MS. PETTINE: So, tonight, we're requesting an amendment to the current STIP for two projects, one larger one and one smaller one. So the first is: We're requesting to include the Downtown Providence enhanced transit corridor in the current STIP. This project is one that's been going on for many years. RIPTA and the City of Providence began several years ago to look to put in a high capacity transit corridor in the Downtown Providence area connecting heat destinations throughout a spine anchored in the north by the Providence Train Station going to Downtown Kennedy Plaza to the hospital area.

The city was successfully awarded a TIGER discretionary grant in 2014. We worked collaboratively to pursue a potential streetcar. That was a much larger project, 100 million plus project. Unable to pull the local funds together, however, through further effort, we were able to

successfully get permission from U.S. DOT and the FTA to move forward with this enhanced bus corridor.

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So a lot of the features are very similar to the original goals of the project. We're looking at high quality bus stops, real-time information, really nice large shelters, repairing pavement, coordinating with the city's potential future bike sharing bike program and looking at roadway and geometric improvements, transit signal priority, getting some priority for the bus on this 1.4 mile corridor. We're also purchasing six additional vehicles, hybrid diesel electric vehicles, that will be part of our overall fleet. And the approach that we're taking is, we're taking six existing bus routes, and we're basically extending them along the spine to create more one-seat rides for our entire statewide transit network and more connections to the train station for people living not only in the downtown but in the metro and state as well.

So we're really excited about this project. It's a \$17 million total project.

Again, the 13 million is a discretionary competitive grant that has already been awarded,

so we're looking to include it in the STIP with the local match coming from state sources. The second project in the TIP that we're proposing is we need to grant, or we'd like to grant, a small amount of money generated from some mileage associated with buses running through the eastside bus tunnel. This is a one-time apportionment of \$54,000. It's federal formula funds through the state to repair high intensity bus programs.

These were monies that we were notified by FTA this year that had been apportioned to us, but we hadn't been notified prior, so we need to get them obligated before they lapse. Coincidentally, RIPTA actually has a larger discretionary grant to do repairs. That project is already in the TIP, so we're basically going to just add this small amount of money to a larger million plus project for renovations to the bus tunnel.

MS. CALLAGHAN: Now we'll turn the presentation over to Meredith Brady of RIDOT.

MS. BRADY: Thank you very much, Linsey.

Thank you, Chairwoman, and thanks to everybody

who's taken the time out of their schedules to be

here tonight. I know it's particularly difficult

coming up on the holiday weekend, and I'd also

like to thank the RIDOT staff over here that's in the audience listening. We're not going to be answering any specific questions, but they will listen to everything that's posed here and take that into consideration.

Our amendment to the federal fiscal year 2016 TIP is a big amendment compared to RIPTA's smaller amendments, and the reason for that is a process that we started last year with the change in administration and new leadership within Rhode Island DOT. We had already been paving the way for a move towards an asset management-based system of determining projects, but that was accelerated. We also moved from a four-year look at projects to a 10-year plan. So, if you look at the proposed draft TIP, which is federal fiscal year '17 to federal fiscal year 25, that's actually only nine years.

Federal fiscal year '16 is the first year of the 10-year plan, so we needed to have this amendment to align what had been proposed in the 10-year plan with what was included in the TIP itself. It also is big for another reason, and I have explained this to the TAC members previously. It looks at all funds as opposed to just federal

funds. So, in past iterations of this TIP, you will have seen federal funding and then the state match, but not operating funds. That may have gone towards other purposes.

Another change or another request is approximately \$300 million in new GARVEE funds. GARVEEs are grant anticipation revenue bonds. These are bonds drawn down on future federal funds. We already have done this once, and we actually are in the process of refunding the current bond in order to have money in the first three years of the 10-year plan, about 120 million to put towards bridges, specifically, to bring it into a state of good repair, and another 100 million of that funding will come from, at least initially, from the new GARVEE funding, which we're planning to work towards issuing in the fall.

That 300 million is shown in the TIP. It wouldn't have been there before. So, it obviously is a big change. And, as I said, about 100 million goes towards bridges, and about 200 million is being set aside for the 6/10 connector project. That is not to say that all of it or much of it will get actually used in federal

fiscal year '16, but we wanted to make sure that it's allocated for that purpose, particularly in conjunction with grant applications that we've made recently.

Another project that you'll note in the federal fiscal year '16 amendment is the \$3 million for the ramp on 295 for the Citizens

Project, the Greenville Avenue Grant, and that project is limited to \$3 million in unexpended bond funds, which is a source that can be tapped just for capital projects, and the legislature has directed us to tap that source specifically for capital projects.

Otherwise, the projects in general that are in our amendment are aligned, as I said, with the 10-year plan, which may be different than what had been in the -- in fact, quite different than what had been in the prior federal fiscal year '16 of the current adopted TIP. But, as Linsey mentioned, there have been two federal authorizations in place. Since then, we've had a slight increase in funds and, again, a whole new method of looking at things from an asset management perspective, which changed the way the projects were selected.

1 MS. CALLAGHAN: Thank you, Meredith. TAC is being requested to make a recommendation to 2 the State Planning Council on Amendment Number 7 3 I'd like to provide a brief summary of 4 tonight. 5 the comments received, either in writing or at the 2 p.m. hearing that was held today, related to the 6 7 amendment. I also prepared a summary -- I'll 8 provide a general overview of the comments, but 9 also as each TAC member sees, it's a summary of the comments received. It's titled "FFY 2016 10 Summary of Comments Received." 11 12 But, generally speaking, the comments were 13 related to administrative reprogramming of titles in the TIP, the Traffic Safety and Bridge 14 15 Maintenance and also federal funding sources, just 16 ineligibility or changes in amounts. 17 comments relate to specific projects, you can see 18 an outline of each comment that was provided for the projects, but, generally speaking, the 19 comments consisted of general support for 20 21 inclusion in either the TIP amendment or in the 22 FY2017 to 2025 TIP. However, some people would like to see their projects advance earlier than 23 24 provided in the draft TIP or incorrect, or the

funding increased. So, if the TAC has any further

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questions, we can talk about them when they discuss the amendment. And there's also copies provided on the back table there.

The next portion of the presentation will focus on the 2017 to 2025 TIP, which includes the required four federally fiscally constrained years, however extends the planning horizon to 2025. This longer time frame better aligns with the state shift to an asset management-based approach to planning and offers municipalities in the public a better idea of when the projects would be moving forward from development into implementation and also aligns with RIDOT's 10-year strategic plan.

The STIP development process began in November of 2015 with the notice of project solicitation. We've received over 300 new applications containing over \$880 million in requests, which were received from municipalities, state agencies and non-profit organizations. The projects were then reviewed and ranked. Projects in the categories of bridge, pavement, traffic, drainage and Regionally Significant projects were referred to RIDOT to be evaluated primarily against data-driven management systems to optimize

their impact of the total investment in Rhode Island's transportation network.

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All of the projects, including transit, bicycle, pedestrian, safe routes to school and other transportation enhancement projects were evaluated by a series of subcommittees comprised of staff, statewide planning, RIDOT, Rhode Island Department of Environmental Management, RIPTA and members of the Transportation Advisory Committee. All of the highest ranking projects were sent to RIDOT and RIPTA for further project cost refinements and estimates and scheduling over the time period of this TIP. The resulting process -the process resulted in the draft TIP tables and its associated texts under consideration tonight. I will now turn the presentation back over to Amy Pettine at RIPTA to describe RIPTA's portion of the 2017 to 2025 TIP.

MS. PETTINE: Thanks, Linsey. So RIPTA's program -- projects in the TIP reflects our priorities, and I will just talk to them in broad strokes, ongoing operational support with the focus on state of the repair, incremental improvements to help us operate more safely and efficiently, and there's also some larger scale

past investments, particularly in the outer years, passenger facilities, and our ongoing fleet maintenance and replacement program.

So, if you look at the TIP, you can see the funding programs that come through FTA, a portion that we program out. 5307 is the big one, but there are some smaller ones, like 5310 and 5311, and I just mentioned that to say that some of them are tied to specific outcomes. They might be focused on rural transportation, for example, or they might be focused on working with particular populations with access challenges, but we are definitely, similar to RIDOT, focused on the state of the repair. You'll see our largest program line is our fixed route fleet replacement program. There's also a program line for our paratransit fleet replacement program.

There's also an IT program of work. I'll just point that out because that is an area that we're looking to advance to keep our facilities open in the back end, as well as on the vehicles, to modernize our system. For example, we have a large fare box investment coming in the next couple of years. We are also proposing to continue using a portion of the CMAQ funds that

the state receives to support some of our operational operations such as our "R" line, which is our Rapid Bus Service.

We pay for a good majority of the operations out of the CMAQ program. That's our highest ridership service that actually will connect nicely to help with any of the proposed commuter rail stations in Pawtucket in the future. We also use this program to support transit promotions; facility investments -- transit signal priority is an area that we're looking to advance in the future. And it also supports our commuter resource RI program, which is a program that does a lot of outreach on promoting transportation alternatives, not just bus but carpooling, van pooling, et cetera, biking, in the state.

So, again, I'll just end with ongoing operational support is certainly the biggest priority for us. You know, 20 percent of our annual operating budget at RIPTA, we're roughly \$100 million annual budget. Roughly, 20 percent of the op-budget is coming from federal funds. That's funds to pay our maintenance workers to maintain our vehicles, our preventative maintenance program. It's paying staff. It's

paying for the operations of the different routes.

So it's a huge part of our work. I'll turn it

over to Meredith.

MS. BRADY: Thank you, again. There are a lot of things that I could say about the '17 to '25 proposed TIP. So, I'm not going to keep at it all night, but I'm just going to pick a few choice items. If people have further questions, I'll be happy to follow-up, but the federal fiscal '17 to '25 TIP, again, show a lot more than you're used to seeing in terms of what you need to see for transparency purposes. You'll be seeing the operating funds and where they're going. There are a lot more line items than you might be used to seeing in prior versions of the TIP.

There's also going to be an opportunity -and this is something that I wanted to make very
clear. We're not doing this process for '17 to
'25 as, pardon the pun, end of the road or end of
the line, so to speak, for these projects. We're
going to be re-examining these projects as we move
forward, hopefully on an annual basis. And one of
the very important things is with so many
different projects here, we can't have gotten
everything right. We admit that we may not know

everything there is to know about a project or about a road. We have limited ability to really delve down into some of these projects that are municipally sponsored.

So we're hoping to get more information on some projects as we move forward as well so that we can appropriately schedule. We've heard earlier today about some projects that have sidewalk and pavement components that might not have been scheduled at the best times in order to make those connections. So that's something that, with thousands of projects, it's great to have somebody draw that to our attention.

Some of the components of our '17 to '25

TIP that I just wanted to touch on are -- again,
we're looking at the state as a whole system, and
this is something that the Federal Highway

Administration has been moving us towards slowly
over the last four years or so as we move from one
short two-year authorization into a new
authorization that's now finally five years.

The push has been towards a performance management basis and an asset management basis.

The transportation asset has -- management plans are required. Bridge expenditures are based on

1 bridge asset management plans. There are a lot of different pieces that the federal government 2 requires. Among that, those requirements, the 10 3 percent were less structural deficiency for 4 5 bridges, and that's one of the main components of our Rhode Works proposal, which was passed by the 6 7 legislature in February. It's a push to, by 2025, 8 be down to 10 percent from the 22 percent, which again, right now, is the height in the nation. 9 10 So, looking at the system holistically, it's not going to make everybody happy, 11 12 unfortunately, but it is going to make a 13 difference in short-term investing where it might be a little more painful to make those 14 15 investments. You're replacing your roof instead 16 of going on vacation. It's not the most pleasant choice, but it's a choice that makes a difference 17 18 because if you fix or replace your roof now, you will avoid more expenditures in the future. 19 20 Our roadworks plan was to avoid about \$950 21 million in future expenditures, which if we had 22 continued spending the way we have in the past, we 23 would have been looking at a much higher bill for 24 getting to the structural sufficiency and getting 25 to a state of good repair with our infrastructure.

So, with that in mind, we'll be looking forward to hearing everybody's comments and hearing perspectives and also getting information here tonight at the public hearing.

MS. CALLAGHAN: In conclusion, I would just like to overview the next steps of the process. The public comment period for Amendment 7 to the 2013 to 2017 STIP ends at the close of this evening's public hearing. All comments received related to Amendment Number 7 will be addressed and incorporated into a public hearing report. At the conclusion of this evening's hearing, the TAC will be asked to make a recommendation on the amendment to the State Planning Council.

At their next meeting on June 9th, the State Planning Council will be presented with this public hearing report and the tax recommendation and will be asked to make a final decision on the amendment. The public comment period for the TIP -- for the draft TIP for federal fiscal year 2017 to 2025 ends, however, on June 26th. All comments received at today's hearing and throughout the public comment period will be addressed and incorporated into a public hearing report.

The TAC will meet to discuss the public comment report and the draft TIP at their meeting on July 25th and at their August 25th meeting, in which the TAC will be asked to make a recommendation to the State Planning Council. The State Planning Council will be asked to make final action on the draft 2017 to 2025 TIP at their September 8th meeting.

CHAIRWOMAN SHOCKET: Thank you. Thank you, Linsey, Amy and Meredith, for those excellent presentations. As noted earlier, we will not be taking questions, but will now begin accepting comments on both of these proposed actions. Those wishing to comment will be called in the order in which they registered and after the customary recognition of elected officials. If you speak, please identify yourself and if you represent any particular organization, and address all comments to me as the presiding officer.

To ensure that all who wish to speak may have an opportunity to do so, each speaker will be limited to the initial presentation of five minutes. After all who wish to speak have had an initial opportunity, those wishing to make supplemental statements will be recognized after

1 all who have registered have spoken, and others wishing to comment will be recognized. Written 2 statements will be given equal consideration. 3 They may be read into the record or simply 4 5 submitted to our staff at the welcome. Are there any elected officials who wish 6 7 to present a statement? 8 MS. DEPASQUALE: May I? 9 CHAIRWOMAN SHOCKET: Yes. 10 MR. DEPASQUALE: Good evening, Madam Chair, Members of the Committee. My name is 11 12 Joseph DePasquale. I am the town council 13 president for Warren. I want to start by thanking 14 you for giving us this opportunity to provide our 15 comments, and look forward to your hopeful 2017 versus the '25, which is the tail end. We regard 16 17 -- with regard to both, I want to start by 18 expressing our appreciation that the committee has been responsive to the concerns we've raised in 19 20 the earlier round and has recognized several of 21 the town's priorities. 22 We are particularly pleased that funding 23 will be restored in the current year for our 24 Waterstreet Streetscape project. Instead of

having to interrupt this project, we can now

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1 continue with the Streetscape project itself. also with the coordination of several other 2 3 construction projects on Water Street. These projects are of great importance to us for several 4 reasons, including public safety, handicap 5 accessibility, beautification, needed 6 7 infrastructure improvements, potential to reduce 8 negative impacts from prolonged construction, and to produce significant economic benefits for our 9 local businesses, the town as well as the state. 10 We also appreciate that the proposed TIP 11 12 for 2017-'25 includes many projects that are of 13 high priority for the town, including improvements to Routes 114 and 136, which will also extend into 14 15 our neighboring town, Bristol, as well as the East 16 Bay bike path extension. Like the Water Street 17 project, these all have significant public safety 18 community revitalization and economic development aspects. Unfortunately, the proposed TIP 19 20 essentially means for the Town of Warren that many of these projects, notwithstanding how significant 21 22 and needed they are, are once again being 23 postponed. And, in some instances, actually 24 interrupted and suspended for several more years. 25 In the case of Route 114 and 136, these

1 projects themselves have already been delayed for 10 to 15 years. They involve serious public 2 safety issues, not only but also between 3 intersections -- not at only intersections but in 4 5 between as well. Because of the roadway conditions and also because crumbling -- and in 6 7 some instances, missing sidewalks -- it's become, 8 in some stretches, impassible. We have had the great project on the bridge between Barrington and 9 10 Warren, and the downtown area has been done, but we have a few small sections that have not been 11 12 completed, and it's very discouraging. 13 In the case of the bike path extension, it would bring an ongoing project to a halt, 14 15 jeopardizing investments both the town and the state has already made in the planning and 16 17 preliminary design. This project is important in 18 part because of its safe routes to school aspects, but also to enhance the benefits the East Bay bike 19 path brings in terms of visitors and public 20 21 In each case, the disruption and delay health. 22 are contrary to promises repeatedly made in the 23 past, but also contrary to the concept of cost 24 efficiency.

In the case of Route 136, Metacom Avenue,

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it seems to ignore, if not waste, the effort and expense involved in developing the 2012 corridor development plan, which was a joint effort by the town and DOT. In the case of the bike path, it proposes a new expensive feasibility study instead of building on the not-yet-so-old plan preliminary design that was completed a few years ago. The money would be better spent on more detailed engineering and design that is still needed to implement that plan.

The additional delay also interferes with planning by the town which is relying on earlier promises for its own infrastructure improvements, including pavement, curbing and sidewalk projects, and for improving the town's business districts.

Much of this work needs to be coordinated with the state and planning, design and construction phases, which brings me to my last general comment and plea. Please communicate and coordinate with us. We need more and better communication, and what you have been doing is good, but we need to help you understand and -- we respect the state's priorities, which focus on state roads and bridges, and we ask that you work with us, with our priorities, and work with us to align both the

priorities and the projects as much as possible.

These infrastructure projects are key to our economic growth, including continued growth of our manufacturing sector. With me is Kate
Michaud, our town planner, who will provide
supplemental information. She has also compiled a packet of information and comments for each project, which we are submitting as part of our formal testimony. Thank you again for the opportunity, and I appreciate the coordinated effort that we will have, I'm sure. Thank you.

CHAIRWOMAN SHOCKET: Thank you very much.

The next person to address the TAC is Ellen

Waxman. Thank you.

MS. WAXMAN: Hello, I'm councilor Ellen
Waxman from the Town of North Kingstown. I do not
have a formal statement such as this gentleman
did, but I'm here to go to bat for North
Kingstown, specifically the Wickford Junction
train station. I was so excited when the train
station was finally opened in 2012. It's such a
fantastic transportation asset, and I really feel
like it's underutilized. I can't imagine there's
anyone in this room that would disagree with me.
The question is how can we leverage the Wickford

Junction train station to work for us and to help revitalize our economy and help improve access to Rhode Island and Southern Rhode Island, and specifically, I might add, to the beaches in Southern Rhode Island.

I have really thought that even though it's a commuter rail, I think we really need to look at Wickford Junction as a transportation asset that should be used for non-business-related commutes such as weekends to visit the beach in South County. And, also, to allow -- that would be during the summertime -- but what about weekend service during the rest of the year when we all want to get out of Rhode Island and catch a show at -- you know, the symphony in Boston or go shopping in Back Bay? I know I don't like to get all the expense of parking tickets on Newbury Street when I go shopping.

When I used to live in Boston, it was -you know, you just have to add \$50 on to your day
for parking or parking tickets. So now that I'm
living out here, I do miss shopping in Boston, but
I would like to hop the train and go shopping and
catch a show and meet friends for dinner. So the
attitude that the commuter rail is just for

1 commuting to and from work, I feel that that's really shortsighted, and I hear it over and over 2 again. You know, "The ridership is down," and, 3 "Only a small percentage of what the commuter 4 5 numbers are will be reflected on weekends," and I don't really buy that. I think our weekend 6 7 ridership could even exceed our weekday commuter 8 ridership. I really want to just elevate this issue 9 when the STIP document came out, I admit, I didn't 10 sit down and read the whole thing cover to cover, 11 but I did do a search for Wickford and North 12 13 Kingstown, and I'm quite familiar with the content in that area. Specifically, on page 32 of the 14 15 STIP draft, I was really excited -- well, I'm 16 sorry; I'll start with 309 -- I was really -- it's 17 a funding table. And I was really excited to see 18 ID 7109 when it said "Summer Service Description,"

And I see that there's language in there that it says: "This line item involves a startup operations and further development of limited seasonal bus rail ferry services connecting major tourist attractions and recreational facilities

and for a moment my heart leapt and I said, "Oh,

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this is it."

along Narragansett Bay. It's anticipated that the 1 initial service in FY'16 will be limited to 2 weekends during the summer season at select 3 locations." I am thinking surely this has to mean 4 5 Wickford Junction. "And depending upon usage and demand could be expanded with additional locations 6 7 and operations in subsequent years." 8 And I was just really happy to see that, 9 and language similar to that shows up on page 32 and also 308. But after conversations with staff 10 from RIDOT -- who I have to say have been very, 11 12 very nice in openly communicating, and whenever I 13 call or e-mail to kind of gently check-in to see how weekend train service is coming along for 14 15 Wickford, they're always very nice and very informative to keep me informed on the status of 16 17 things. But I have to say I was really 18 disappointed to find out that ID709 (sic), Summer Service Description, is not at all talking about 19 weekend service to Wickford, but it talks about 20 21 seasonal bus rail ferry services connecting major tourist attractions. 22 23 And, specifically, I understand that it is 24 going to be a ferry connecting Providence to 25 Newport, and, unfortunately, weekend service to

- 1 Wickford Junction is now postponed again.
- 2 Wickford Junction opened four years ago. I feel
- 3 that it's an underutilized asset. I would like to
- 4 request you all to please consider initiating
- weekend train service, this right here in FY'16,
- 6 and I have specific language changes for these
- 7 areas that I would like to submit to the chair.
- 8 CHAIRWOMAN SHOCKET: Yes.
- 9 MS. WAXMAN: Thank you very much for your
- 10 time.
- 11 CHAIRWOMAN SHOCKET: The next person to
- 12 speak is Kate Michaud.
- MS. MICHAUD: My name is Kate Michaud
- 14 (M-i-c-h-a-u-d). I'm the town planer for the Town
- 15 of Warren. Thank you, Madam Chair, and members of
- 16 the TAC. First off, I would like to thank
- 17 everyone for including the projects in Warren in
- 18 the TIP list. Every project in the list is
- 19 critical to the Town of Warren, and we are
- 20 thankful that we've been included in the process.
- 21 The second, I'm a little unusual because I am a
- 22 planner who is present tonight in support of less
- 23 planning and more doing.
- In the Town of Warren, we have three major
- 25 areas of concern with the current '17 through '25

TIP. The first item that I'd like to address are safe and accessible streets and sidewalks. The specific projects that I'd like to speak about deal with Main Street which is Route 114. The first project is TIP ID Number 5269. Just for a little background, Route 114 in Warren is an urban principle arterial roadway with 16 to 19,000 average daily trips.

Project 5269 is the northern section of Main Street, which is the Warren Bridge to Park Street, and it's programmed for year 2023 and 2024. I'd like to note that this area is within the environmental justice SPG tract. It is also within the Carless Household SPG Tract. It is an area with a high volume of pedestrian traffic, including churches, the large American Tourister Redevelopment Project; the Corliss Institute, which provides services for those with disabilities, specifically those with hearing impairments; a high residential density; and multiple RIPTA bus stops.

The sidewalks within this area are impassible in places, and crosswalks and intersections do not have handicap accessible ramps. So I would recommend and request that this

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project is moved up in priority on the '17 through '25 TIP. The second project on Route 114 is ID

Number 1300. This is the southern section of Main Street, which would be Dyer Street to the Bristol town line. This is included in your TIP report as part of a Bristol pavement management program for the year 2020 and Dyer Street to the Bristol Town line. This is included in your TIP report as part of a Bristol Pavement Management Program for the year 2020.

This portion of roadway has been in design and planning for more than a decade. The roadway was re-paved several years ago, and the sidewalks were not completed with the promise that DOT would return and complete the sidewalks. And, now, this is not scheduled to be completed until 2020. Again, this is an area with impassible and missing sidewalks. There's a high traffic volume, and it's unsafe for people to with walk within the The majority of segments of this area of roadway. sidewalks are not accessible for the disabled, and it is an area with a high percentage of elderly persons and people with disabilities. There are multiple trip hazards, and, again, it's an area that's highly used by RIPTA bus users.

The third project that I'd like to discuss is the bike path extension, which is TIP ID Number 5271. This project was first submitted to DOT by the Town of Warren in 1983. The feasibility study for the project was completed in 1997, and the first segment was constructed in -- finished construction in July of 2009. This project will connect the Kickemuit Middle School and Hugh Cole School to the most densely populated areas of town, and further the goals of safe routes to school.

East Bay bike path, and it would also create potential connections to bike paths in Massachusetts as part of the overall plan for the Providence to Provincetown Bike Path. It would divert bicycle traffic off of Child Street and Route 103, which is not suitable for bicycle traffic. Just last month, a study was completed by students at Roger Williams University, and they assessed feasibility of certain aspects of the plan, and now is the time to act and to move forward on implementation. So, again, we would ask that this project is moved from the program year 2022 two to a more current year.

The last thing that I'd like to speak 1 about it ID Number 1409, which is Metacom Avenue, 2 3 Market Street. The program year is 2023 and 2024. Again, this is an urban principle arterial roadway 4 with approximately 24,000 average daily trips. 5 This area was identified by statewide planning in 6 7 2003 as an area in need of improvement. 8 corridor plan was completed in 2012 through the statewide planning challenge grant program. 9 the plan, a high number of points of conflict were 10 identified and a number of remediation actions 11 12 were recommended. One of the vital parts of this 13 project is to create handicap accessibility and to fill in the areas with no sidewalks that exist 14 15 today. So, in conclusion, I would like to say 16 17 that we're here to be partners with you. The Town 18 of Warren looks forward to working with DOT and to working with all state agencies in an effort to 19 20 get these projects done as quickly and 21 expeditiously as possible, and we are here to help 22 and to share any information that we may have so 23 that we cannot duplicate effort and we can move 24 forward with getting these projects constructed.

Thank you.

I have packet for the TAC members.

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Thank you very much, Kate. 1 MR. RHODES: CHAIRWOMAN SHOCKET: Peter Roberts? 2 3 MR. ROBERTS: My name is Peter Roberts. I live at 80 Ormerod Avenue in the Town of 4 Portsmouth. I was at the town hall meeting last 5 -- I mean, Monday night, and they mentioned this 6 7 was going on. It's my first time here. But at 8 the town hall meeting one time, we had 9 representatives come in and explain things. did talk about the intersection that I come out of 10 on Park Avenue onto East Main Road, they're going 11 12 to change the intersection, and there was 13 absolutely no reason to change it. As you come up to it, there's a right-hand 14 15 turn that takes you down the hill. You don't have 16 to go through the light. When you come out of 17 there, the only people that stop at that light are 18 the people going south down East Main Road. you want to go north, there's an exit that goes 19 20 out; you do not use the light. And they were going to change it all. There is no problem with 21 22 that intersection. They said that there was a lot of speeding there and tickets and accidents. 23 24 After I got down and sat down, the police chief in 25 Portsmouth got up and said, "No, there are no

accidents. There is no speeding, and there is no problem with this intersection," but they want to change it.

Main Road and West Main Road and leave everything else alone? There was another problem here. When you go on Chase Lane, which goes to the post office and stuff, they want to dead-end it right there so you can't use it. When you come up this hill, you can turn down that road and go right to the post office. There's a medical facility there. There's a few law offices, and it makes it a lot easier to go to the post office, but they want to stop it. What they said is because the runoff that comes off that street goes down the hill.

I got up, and I pointed it out to them.

The runoff cannot come off that street. It is higher than the intersection. And I went over there with laser lights and measured it. From the side of Chase lane, it is 3 inches higher, so water cannot go off the edge. So the people who said they did this study did not do the study, because they were wrong. That water won't run down the hill, and that is very important to

people who want to go to the post office.

Otherwise, you've got to go out, wait for the light or anything else; you go down and turn in another road to go to the post office.

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This is inconvenient. I'm 68 years old, and I have never had a problem at this intersection, never once. There's no reason to change it, and they want to make it so it's one road going in and one road coming out, and we have these extra entrances that save a lot of time. doesn't need to be done. Another thing, they're going to put a rotary in where the turnpike comes into East Main Road, which I pointed out at that I sat there in the lawn chair and filmed meeting. it -- and filmed in a one-hour period, twelve people ran that red light because when the light is changing, they hurried up through it, okay. And if you are going to run through a red light -at rotaries, there's own a caution sign or a yield sign. Nobody is going to stop. That is very dangerous.

Another thing, as you go up this hill,

Quaker Hill it's called, there's an assisted

living place at the bottom of the hill. They just

put a crosswalk in there, but what they need is a

light for handicap people to be able to go across in their wheelchairs or walkers. And I said the same thing. About halfway up the hill, there's 3 another assisted living place. They have no way 4 to cross that road, and they need a light. At the top of the hill, right at town hall, there's 7 another assisted living house in the Old Anthony School that people have trouble getting across there to get across the street and everything. Ι asked about a light there.

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When I went out in the hall to talk to the person who presented this at the thing, he said it would be a waste of time to put it there because nobody would notice the red light. personally, I said to him, "Are you a moron? Because, yes, they will. And the problem that it's not there is because nobody has ever put it These people get off the bus on the far there. side of the road when they're coming back, and they can't get across the road. They start out on the road, and people don't stop. They need a light there. These things need to be done, and our town council did address this at the meeting on Monday about -- they have asked that nothing be done until all the roads are fixed.

Now, I have a pickup truck. My wife has a van. One of my daughter has a Ford Taurus, the other one has a Mercury Sable. Everyone of these vehicles, two times now, have had struts put in, tie-rod ends and ball joints and everything else because when you're driving down these roads, you are going down in these holes. Yes, they fill the holes. Within three months, that stuff is coming back out of the holes. By the time the season ends, you have holes this deep, and what happens a lot too when you're going down the road, people will swerve out because they know there's a hole, and they cut people off. This is very dangerous.

East Main Road and West Main Road are a disaster, and they need to be fixed before anybody goes in and puts rotaries in and changes intersections because there's no sense to that. And I did bring up at the meeting, and I'm not hiding this, that the only reason they're doing this is because somebody wants to sign that and say, "I designed that." It's not needed. Let's fix the roads. Now, we know the way the roads are; it's not your fault. It's because our government spent the money on other things and wouldn't spend on it what they should have. But

we really need to concentrate on getting the
safety part of this done and especially anywhere
where they need a crosswalk. Is that five
minutes?

CHAIRWOMAN SHOCKET: Yes.

MR. ROBERTS: All right. Thank you very much. I can come back up in a little while; right?

CHAIRWOMAN SHOCKET: Yes, at the end of the comment period for the individuals, you can come back.

MR. ROBERTS: Thank you.

CHAIRWOMAN SHOCKET: James Leffers.

MR. LEFFERS: James Leffers

(L-e-f-f-e-r-s). I'm here in my capacity as a volunteer member for the Town of Warren Planning Board. I specifically want to talk about one element that Mr. DePasquale and Ms. Michaud mentioned, which is the building of the bridge across the Kickemuit River for the Warren bike path. So, historically, there's a three-quarter mile section of bike path that's east to west. It begins at a local road called Long Lane, which is rural, and it ends at the Kickemuit River in town.

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Our town geographically is basically

divided by the Kickemuit River and waterways north

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of that and wetlands north of that. So there's 2 one main east/west road that traffic goes on to 3 link East Warren with West Warren, and that's 4 5 Child Street, a state road. So, I'm an avid bicyclist, and I want to bicycle from my home into 6 7 -- connecting up to the East Bay bike path, I have 8 to travel down Child Street. The road marker on 9 Child Street, the white line marker that would be 10 on your right side when you're travelling either direction, has about 6 inches to the curb either 11 12 way. 13 So it's a high-risk way to travel, but it's the only way to travel. So it's been a plan 14 15 of the town to build a bridge across the Kickemuit 16 River, specifically the bike path pedestrian 17 combined use path that would then link up the 18 Warren bike path to the East Bay bike path, and the critical element of that is the building of 19 the bridge. Not only does it enhance the 20 21 bicyclists that want to have a safe route from 22 east to west and west to east, but it also, as has

been mentioned, provides a safe route to school.

It also -- there's a senior center and a housing

development for the elderly on the western side of

the Kickemuit River.

It would terrifically enhance the ability of those folks to have a safe off-road pedestrian way of traveling; or if they're bikers, as well, to use that. From that point, it would be eastbound. There's another element that then has to link that particular location to the East Bay bike path, but the critical element, as has been mentioned, is this building of this bridge. So my request would be -- that has a TIP target date of 2022, and if there's any ability to move that up to an earlier implementation and build-out date, that would be wonderful for our town. Thank you very much.

CHAIRWOMAN SHOCKET: Thank you. Peter Brassard.

MR. BRASSARD: Thank you, Madam Chair. My name is Peter Brassard. I'm a member of the Rhode Island Association of Railroad Passengers. I want to commend the TAC for including and prioritizing the Pawtucket/Central Falls train station. Given that the lead time for train station development is often 10 to 15 years, I ask the TAC to include an allocation for a preliminary study for other infill train stations as station locations. Also,

due to the time involved with developing and implementing train stations, I suggest that the TAC include multiple train station proposals concurrently.

Beyond the cost of the train station during the design of construction period, once they're built, an infill station has minimal added cost to the state, since trains are already passing by on scheduled timetable where they can stop at these new stations. Possible station locations could be Cranston, Olneyville and East Greenwich, although there would be others which are within walkable urban or town center locations. These three stations would help develop local and also state economies and, you know, really help to develop the system, which is still kind of in its infancy as far as computer rail and train service.

Please consider adding these or another grouping of urban infill train stations with the TIP. I appreciate you hearing me and thank you.

MS. NICKERSON: My name is Bonnie
Nickerson. I'm the planning director for the City
of Providence. We've submitted a formal letter

CHAIRWOMAN SHOCKET: Bonnie Nickerson?

1 from Mayor Elorza, and I just wanted to highlight a few of the comments that we'd like to offer on 2 behalf of the City of Providence. First is the 3 Dudley Street connector. This is a project that 4 the City of Providence is requesting be put on 5 hold and further discussion take place between 6 7 RIDOT, the City of Providence, and RIPTA to 8 determine how this project can better advance the 9 downtown enhanced bus corridor that we heard a bit about from RIPTA tonight, and to see if there's an 10 opportunity to reduce the \$3 million budget in 11 12 order to allocate funding to one of the other 13 higher priority projects that the city has 14 requested.

The second project I want to mention is the Allens Avenue arterial traffic signal improvements. This was a low priority for the City of Providence, but it has been allocated in years 2019 to 2020. So the city is requesting that we put this project on hold and that \$3.2 million of funding for the project be allocated for a higher priority project that's been identified by the city. The next project I want to highlight is a new project that we submitted called City Walk. City Walk is a really

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interesting project that includes streetscape enhancements throughout the city linking India Point Park to Roger Williams Park.

It did receive funding in the STIP for \$1.8 million for the years 2017 to 2018, which is fantastic. I want to highlight that there's an Elmwood Avenue and Broad Street Bridge Replacement Project that includes those two bridges near Roger Williams Park. So our request is that the allocation for that bridge replacement project include improvements to make those bridges more safe and attractive for pedestrians and bicyclists to enhance the City Walk project that has a separate allocation in the TIP.

The next project was a project we submitted called the Downtown Overpass Enhancement Project that was not allocated funding through the TIP. However, RIDOT has indicated that many of the elements that we included in that project will be covered in a different bridge project that they have identified \$11.5 million of funding in the years 2018 to 2020.

So our request tonight is that the elements of that overpass project that we submitted be included in that scope of work again

for that bridgework that is going to be funded. 1 And we'd like to start those conversations with 2 RIDOT as soon as possible to start to generate 3 ideas of how to make those overpasses over 95, 4 5 again, safer and more attractive for both pedestrians and bicyclists. So those are the 6 7 overpasses that cover 95 through the downtown. 8 The Exchange Street Sidewalk Widening 9 Project is a very important project for the city. It's been allocated \$3.13 million in the years 10 2021 to 2023, and we're requesting that this be 11 12 moved up to an earlier date. This project is 13 really critically important because it connects the planned Providence inter-modal hub at 14 15 Providence Station with Kennedy Plaza. the key pedestrian quarter linking the two. 16 17 those improvements really need to be aligned with 18 the timing for the implementation of the Providence inter-modal hub which RIDOT is planning 19 to advance much earlier than the date of these 20 21 improvements. 22 Next, I'd like to highlight the 23 Woonasquatucket Greenway Quarter Enhancement. 24 There has been funding allocated to this project,

but we'd like to move it up earlier than the

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scheduled 2021 to 2025. There's lots of other 1 critically important projects to the City of 2 Providence, but I'm running out of time. So I 3 promised my colleagues at DPW that I would 4 5 specifically highlight eight bridges that are in critical condition and that we believe are going 6 7 to see further load restrictions prior to the 8 planned reconstruction date. So I just wanted to 9 quickly go over which bridges those are. 10 The Manton over the Woonasquatucket. Hawkins Street Bridge over the West River. 11 12 Exchange Street Bridge over the Woonnasquatucket. 13 Orms Street Bridge over the Railroad. Park Street over the Woonasquatucket. West River Street 14 15 Bridge over the West River. The Veazie Street 16 Bridge over the West River and Delaney Street 17 Bridge over the Woonasquatucket River. 18 Thanks very much for your cooperation, and we really appreciate the opportunity to provide 19 20 these comments. Thank you for your partnership to 21 improve the City of Providence. We appreciate it. 22 Thank you. 23 CHAIRWOMAN SHOCKET: Thank you. Justin 24 Boyan.

MR. BOYAN: My name is Justin Boyan

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(B-o-y-a-n). I'm just going to speak briefly in support of bike infrastructure. What brought me here was just skimming the lengthy TIP and observing that anything related to Providence bicycle infrastructure is sort of deferred until 2023. And as the parent of two daughters who bike to school in Providence, that concerns me because their route is not super safe. I also bike from the East Side to downtown and back. Well, if you've tried to bike around here, you've probably noticed it's not super safe for us.

So I'd like to encourage earlier funding for bike infrastructure that isn't strictly recreational, but is more an actual transportation alternative for people who are getting home to work or from -- you know, to do shopping or to get to school. I just want to briefly rhapsodize about the seven months I spent in the Netherlands in 2011, which if any of you have been there -- well, if you haven't, you should go and just see what a difference it makes in a culture when the society is set up so that biking is actually safe. It's a whole different way of thinking when, you know, people are doing their grocery shopping by bike, and everybody is taking their kids to school

by bike.

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Bishop.

It's, you know, a way of designing transportation where there's a separate place for the bikes to go that's protected from the cars. It's more like a an extension of the sidewalk than an extension of the road, and it's not only in Amsterdam; it's throughout the smaller towns in the Netherlands and now across Northern Europe. So, I feel like they're 20 or 30 years ahead of us, but if we sort of put our mind to trying to replicate, really, the higher standard of living that they have in those places -- because they're able to get from place to place, you know, without using gas and without polluting and without traffic -- that it will make Rhode Island a much better place to live. Thank you. CHAIRWOMAN SHOCKET: Thank you. Brian

MR. BISHOP: Thanks. I'm going to speak mostly to the amendments, since they seem to be moving at relatively great neck speed. In these public hearings, obviously, if you're going to make a recommendation tonight, I really almost -- you know, a last gasp, while I never really expect

to have much effect on the outcome, at least, I

think, I should speak to them at this point. In particular, I'm concerned about - while it's been -- I appreciate the explanation that there's been a change in asset management philosophy and approach that requires some of these amendments, I can't possibly see the probity in placing \$200 million for the 6/10 connect project, which the design is not complete. And DOT has said the design really needs to come back to Rhode Island.

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It's rushing forward for other, I think, absurd reasons to get federal grants and so forth, so that we have the cart completely before the horse with this project. And I understand the frustration. There was someone here who said we've a project on the books for 10 or 15 years tonight, and, of course, I know that people in DOT know that that project has been on the books for thirty years, some-odd. I mean, I don't celebrate that, and I don't think that it sat there because there are a bunch of people here, you know, protesting the nature of what the 6/10 connector It has given us an at opportunity to was. re-examine that, and I don't celebrate the time it took.

If that had been rebuilt 20 years ago, we

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wouldn't be talking about it. We are. I didn't try to obstruct that 20 years ago. I have absolutely nothing against cars, but I do think 3 good ideas have been brought forward, and I am 4 5 concerned two-fold. One is, there's talk about actually issuing the bonds this fall for a couple 7 of hundred million dollars on a project, and we don't even have a project yet. I mean, last I knew, that would be effectively a re-look at how we go about bonding in Rhode Island. thought that revenue and DOA would -- maybe you've already had comments on that. I haven't been to every meeting, so I can't say. It's very 14 concerning.

I mean that funding may belong in out It may even belong with some more directed money, you know, in those out years that are fiscally constrained, i.e. the nearer portion of the TIP you're hearing, but I cannot see putting them in there. And having them in those others, personally, I can't see how this has anything to do with a grant application on the project. And, additionally, it wasn't mentioned. It's a much smaller amount. Only 30 some-odd million is also in this TIP amendment for the toll gantries coming from the GARVEE bonds again. And, you know, I concede that the legislatures, you know, did pass some legislation.

Last I knew, it was DOT's opinion that the most -- and this is a clairvoyant moment -- the most practical thing to do would be to put up the gantry that we already own and let some litigation happen in order to see if this is the route down which we want to go. And I actually think these two comments are very closely linked because although the GARVEE bonds are not toll money, and money is fungible, the cost of the proposed ideas for renovating the 6/10 or rebuilding the 6/10 were really driving the idea that the extra in a different approach to funding, including the tolling, was necessary.

So, I think where the 6/10 connector, a full rebuild was used as a reason to approach funding that way, and where we're not even sure at this point of the constitutionality of that funding, it's inappropriate for those items to be GARVEE bonded at this point, especially in the 2016 amendment. Now, if somebody -- if some great fiscal wizards have said, you know, interest rates are going up, I think it's relatively marginal.

It means we'd be paying for the money while we're not using it, and forgive my cynicism for thinking that having that amount of money sitting around when it's not ready to be spent is not a really good idea.

And this actually relates, with all due respect to folks who think that Wickford could be, you know, the second coming of transportation or something, you know, I cannot look at the Wickford train station as an asset. I look at it as an embarrassment. It's evidence of what happens when we spend on infrastructure instead of it service. And the -- I was not here to try and lie in front of those bulldozers, so, you know, I'm as much to blame as anyone else that we own an expensive train station to which relatively few trains and relatively few customers go.

I bring this up because, at least semantically, that appears to be on page 87 of the TIP amendments what we're doing with the so-called Travel Center, which is being put forward as a transit hub. Huh, who knew? Now, I am not a big transit advocate, but, you know, I have to say that -- you know, I feel that when projects are improperly premised or when they somehow are said

- THE WITNESS: Oh, okay. That's fine.

 4 I'll be back.
- 5 CHAIRWOMAN SHOCKET: Grant Dulgarian.
- 6 MR. DULGARIAN: Grant Dulgarian
 7 (D-u-l-g-a-r-i-a-n). A few things: One, the 6/10
 8 connector. \$800 million for a 6/10 connector is
 9 amazing to me. And before we even think about
 10 spending any of that money, we need to really sit
- 11 down and try to determine what makes sense. I'm a
- 12 data-driven individual. I'd like to see some
- 13 data. I remember, as a kid growing up, there was
- 14 no connection, and there was no massive traffic
- jam that there exists now on 6/10 as you're
- 16 approaching 95, whether it's north, south. If you
- 17 want to get off the Convention Center exit, it's
- amazing. And it's amazing throughout the day.
- 19 It's not, like, isolated morning or afternoon.
- 20 No, it's continuously slow. I don't know if we
- 21 have data from before we built this, but it would
- 22 be -- I perhaps might be instructive to look and
- see what's going on -- what went on then as
- 24 opposed to what's go on now.
- I say that because a few years ago, we

1 replaced the Union Avenue Bridge that overpasses Route 10. And it didn't seem like it was that big 2 a deal in terms of traffic volume before they 3 replaced it. And, so, they replaced it by 4 5 actually shutting it down for the better part of two years, and it had on/off ramps going both 6 7 north and south, and replaced the bridge. 8 bridge is now back, and the traffic that uses that is amazing. I'm saying, "Wow, where did all this 9 traffic come from, and where were they before?" 10 So I figure you have the data on that, and 11 12 I would be very interested in knowing what the 13 data was before the bridge replacement and what the data was during replacement and the 14 15 surrounding on and off ramps and what the data is That might inform us as to what we ought to 16 be looking at and thinking about when it comes to 17 18 the 6/10 connector. I say that because it's right next door. So, that's number one. Number two, 19 when we were talking about spending \$100 million 20 21 for a 1.6 mile rail line, I could not believe 22 anybody thought that was a bright idea. 23 Anyone who thought that was a bright idea to me, you know, I couldn't trust anymore. 24 25 remember reading in the Boston Globe or the Wall

Street Journal some -- for a distance of a lot more miles and a lot less cost were doing a rail line, and I am saying, "Why is this costing so much for such a short amount of distance?" Well, that's gone away because not enough folks bought into that, thankfully. We wonder why Rhode Island is in economic doldrums is because we spend money on stuff we shouldn't be spending on.

When we were talking about 195, and we could have added a lane in each direction in the same location for a fraction of the amount of relocating it in a new location, but which did we pick? We picked the relocation and it cost even more than they said it was going to cost at the public hearings when they were first discussing it. But the answer was, "Oh, it's going to uncap land for the development. "That's good." People are going to be waiting in line to develop this land it's so valuable, so important, and so it's worth all this extra amount of money. Well, what happened? We did it. We spent it, and nobody waited in line. Now we're giving tax incentives for people to go there. Very distressing.

So we're now down to 17 million for an enhanced bus, whatever we're talking about, and

1 according to what I heard tonight we're talking about running six different bus lines in and out 2 of this extending whatever. My thought is this, 3 two thoughts: One, the Route 6, which is the 4 5 Roger Williams Park or Avenue, Rhode Island Hospital and the Route 49, which is the Camp 6 7 Street. Marry those two together; have it run the 8 route that we're talking about; do a lot of 9 promotion, and see what kind of ridership we get 10 before we invest any money in doing all these in the ground investments because we need some data. 11 12 We need to know what's going on before we spend millions and millions of dollars. I'll be back. 13 Thank you. 14 15 CHAIRWOMAN SHOCKET: Thank you. Are there 16 any registered speakers who would like to make 17 supplemental comments? 18 MR. RHODES: Mr. Roberts, I think you were first, if there's anything else you'd like to say? 19 20 MR. ROBERTS: Peter Roberts, again. 21 Omerod Avenue, Portsmouth, Rhode Island. I want 22 to begin where I ended off talking about my 23 vehicles. On my van, the rims cost \$500 apiece. 24 Two had to be replaced both on the right-hand side 25 of the car because of the bumps. I believe the

state only gives you \$350. My van cost \$2,600 to have everything repaired, and I did not get the rims that were on it before. I went to a junkyard and got old ones. The Sable was around \$1,700 and the Taurus was around \$1,500. That's what it cost to keep these cars going, and this is the second time two of the cars had to be done in eight years because of the roads.

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Another thing, Turnpike Avenue, which goes to the Mt. Hope Bridge, was resurfaced. down that road and filmed the whole road when they said they were going to do that. There was not one pothole on that road, not one. There were cracks in the road that they had filled with the They resurfaced that road. Right at the end of that road is Sprague Street that goes across to East Main Road, and it's like a washboard going across there. I mean, terrible. It's a state They never did a thing to it, and it's not road. that long. But they resurfaced a road that had nothing wrong with it, and East Main and West Main Road have more potholes than you can imagine, and they fixed a road that had nothing wrong it.

If you go down by Boyd's Lane and head south on East Main Road 'til you get to Turnpike,

they changed the lanes on that road. You can still see the old lines in it. They never resurfaced that road. When you get to the end of Bristol Ferry Road and turn right onto West Main Road, they changes the lines in that. drive down that, you can still see some of the old lines, and you can see the little squares in the road where the reflectors used to be. They never recovered that, but, yet, they did Turnpike Avenue. Then I found out there's a few people

involved with government that live on that road, and believe me, I believe that kind of thing happens in Rhode Island. And as far as bridges go, they're putting tolls on trucks. If you go to bridges during the rush hours in the morning and the evening, the amount of cars that's on those bridges, the trucks don't even come close to them, don't come close. That weight is far more than any trucks on the bridge. The weight of the trucks are not hurting those bridges.

If you look at everything, especially what they show you on TV, or go to the old Sakonnet River Bridge, it's all because of the rust and the age. It had nothing to do with the weight.

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They're going after tolls, they want tolls, because the state keeps spending money on the 2 wrong things, and it even goes with the lottery. 3 They don't spend it on schools, they spend it on 4 5 other things. We need to get everything straightened out here and get it done right 6 7 because when they first built the Mt. Hope Bridge -- excuse me, the Pell Bridge, Newport Bridge, 8 every year they went along underneath of that and 9 10 sandblasted it and painted it. There was never going to be any trouble when they did it this way. 11 12 Then, all of a sudden, they quit doing that, and 13 the rust builds up under the paint. You don't see it. 14 15 Every now and then, you'll see a section fall that's three feet long or something because 16 17 the rust has let it go. That's the problem with 18 them, they haven't kept the maintenance up. on the news, you'll see the pictures of the 19 20 different overpasses and stuff. The stuff that's 21 falling off is the old concrete because it's so 22 It's on the handrails and everything else. old.

It's not because of the weight; it's because it is

not being taken care of. So we don't need the

tolls. We need to just start taking care of

things. And I honestly believe, you toll the trucks, the next that's coming is the cars, because I was involved in "no tolls" on the Sakonnet River Bridge.

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That was one of the biggest jokes in the world, too, all right. And you go on the Tiverton side, and you were down under the bridge. Every sidewalk is brand new. Every street was redone. You go on the Portsmouth side, none of them were The overpass you go over that Anthony Road road goes under, you can watch the rain coming through it in the wet weather, which means ever since they did this, and they never repaired that, that means in the wintertime that moisture gets in there, and it's cracking more and more. But, yet, they did everything on the other side of the river. They didn't do anything on the Portsmouth side.

Here they are coming in and wanting to put rotaries and change intersections instead of fixing the roads. Let's get the roads fixed before you think about anything else because it's tearing our automobiles up and causing lots of problems. I'm a disabled veteran. I cannot afford having four cars that I've got to pay for

to fix and have my kids in school. I need the roads fixed so we can rely on our vehicles and not worry about accidents. My wife is driving on East Main Road right near Stub Toe Lane, and the tie-rod come off on the car. That scared her to death. Now, she did hang onto the steering wheel and was able to stop, but if you ever think about -- okay, but you lose your steering, think about that, and there's only one reason it happened, because of the potholes.

CHAIRWOMAN SHOCKET: Thank you. Any other registered speakers who wish to make supplemental comments? Brian Bishop.

MR. BISHOP: Okay. That always reminds me of blazing saddles. So we left off at the welcome center which is now a transit hub, and I don't know that that designation has really changed much, what anybody thinks it will cost, but I just want to point out at a time when we're moving the commuter bus parking over to Wickford, you know, just to -- so there's a few people there at the train station taking the buses -- that we have a commuter parking lot in Westerly, it's already paid for, you know, and what I don't see and -- well, I say Westerly; that's really Ashaway.

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In meeting with the people in Ashaway who kind of wonder how anybody got the idea that they all thought this was a good idea, apparently, somebody sent a letter along with the TIGER grant that it was, but they're not really clear on how that happened, and they're a little confused because, of course, they thought the transit hub meant they were going to get a lot more transit. So they thought that was an upside to this. Т mean, where's the service that goes with that? Ι mean, is there something that -- and I am not begging for that, but I'm saying, "Look, does that mean you're going to run buses up out of Westerly to the thing, or does it really mean you're just going to take the relatively paltry, you know, modestly effective commuter rail parking service that we already have, and the parking lot is already paid for, and stick it in a highway plaza and call it a transit hub? When the priorities at Westerly, you know, which again, I think, are fadingly far off, but I

When the priorities at Westerly, you know, which again, I think, are fadingly far off, but I would say transit-wise are how to improve on the results on commuter rail and for themselves to be reached in that way. And, so, I think it -- you know, what possible interest there could have been

semantically in putting this under transit capital spending, I can't imagine when we're talking -- look, it's a welcome center. The people who are welcoming are not the commuters coming home.

Maybe we're being nice to them; maybe we're glad they're there; but, you know, it's supposed to be a welcome center to enter the state.

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I mean, I don't do that as a transit I don't think people are going to drive project. from New York City to park there to get on a bus to go to Providence. And, another thing that I have a problem within this designation aside from the fact that I think there's really not -there's not the support for the scale of endeavor It appears, in a sense, to pay for it and there. to make the thing operate, that the state wants to, you know, wants to kind of compete with truck stops and gas stations and food in South County to make this into something. I don't think anybody thinks it's a bad idea to have a modest welcoming center. It's certainly not necessary.

Everybody is running around with their iPhones these days. It's not necessary to have it to, like, pass out little tourist pamphlets, but it could still be a piece of the gateway to the

state. But, as you can see, it competes with private businesses ranging from right where I live at Exit 5, right on down to the state line, and of course, it will be a tax-free facility. So I think the idea of kind of making -- this idea has gotten grander than it ought to.

And then to top matters off, I think it's not a semantic that the line item for the state's share comes out of the Bridge and Highway

Maintenance Fund. How is building a welcome center part of bridge and highway maintenance? I mean, this is why we're having the argument about how to fund our roads because any time that something comes along that somebody wants to do, they take the money from fixing the roads, and they put it towards, you know, some splashy project.

So, finally, I have some serious actual and semantical problems with the way a number of these projects have been presented. And, finally, what I would like to say is, you know, I'm not at all here in many senses as a loud critic. I'm not here as a critic of highways or cars. I love highways and cars, and as much as I think the 6/10 could be different, I'm not here saying, "Oh,

1 let's rip 95 out of Providence because it doesn't do South Providence a lot of good," because I 2 think that part of transportation is 3 psychological; not only whether there's 4 5 congestion, but when people stand back, and they take a look at the state, can we get places? 6 The main -- one of the main 7 8 disappointments I have is how we've got stuff to 9 fix. If we're going to use tolls, I'd like to see 10 them used for projects that have been tabled and never done. Since that is open, since the longer 11 12 TIP is open, I'll submit that stuff in writing. 13 thank you for your time. CHAIRWOMAN SHOCKET: 14 Thank you. Are there 15 any other registered speakers who wish to make 16 additional comments? MR. DULGARIAN: It would be nice -- seeing 17 18 this is balloonist document -- a lot of stuff is in there, a lot of moving parts, that maybe once 19 20 every two or three years, we revisit it. saying we're not going to revisit it for enough 21 five or ten years. The time frame is a little too 22 23 far out. Number two, you know, we did GARVEE 24 bonds for five big projects a decade ago, a decade

and a half ago. And then under Chafee, it was

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decided that we were going to do pay as you go, and the way we were going to accomplish that was by raising the license fees, raising the registration fees, raising the inspection fees.

I just got a renewal for the registration. It went from 61.50 to 91.50. But then we were told last year that wasn't enough, we're going to have to borrow money again. And so we're borrowing more GARVEE. I'm saying to myself, "How much GARVEE can we borrow over what period of time?" Is the sky the limit? Is there a ceiling? I'm troubled by all this borrowing. And the argument is, "Well, we've got to do so much right away because if we wait, stuff will be in worse shape, and it will cost more."

So my question is that the stuff that is going to be deteriorating even more than it is now and cost us more than it will be now, maybe that's the stuff you ought to do first. And the stuff that's already deteriorated that we have to spend the full amount on, you ought to save that for later because it's not going to get any more expensive, and maybe we don't have to borrow as much money and spend as much on interest. The back -- so that was number three.

1 Number four, back when -- in the '70s, I remember that Federal Highway was doing some stuff 2 down in Texas, looking at maintenance-free 3 landscaping; what would work? What didn't work? 4 5 Different climates, different soils. It made sense, and I haven't heard anything about that 6 7 since, and yet we're still doing a lot of 8 maintenance. It's been a third of a century; 9 you'd think that we had this thing under control 10 by now, and we could be doing this and save 11 ourselves some money on the operating side. 12 Finally, traffic signalization. I can't 13 believe that New York City can signalize their traffic lights, and we can't in Rhode Island. 14 15 have grown up in this state, and we haven't gotten any better at it in all the decades that I've 16 lived in this state. Part of the problem is that 17 18 we have two parallel transportation maintenance operations. We have the individual cities and 19 towns, and we have the state. There isn't a lot 20 21 of rhyme or reason because every so often the 22 state legislation will pass a bill that says, "Oh we're going to add this to the state maintenance. 23 24 This street to the state maintenance list," and so

it grows like tumbleweed.

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In any event, when it comes to traffic signalization, it's a little unclear who's in Is it a state maintained road? charge. Is the state in charge? If it's not a state maintained road, that means the state is not in charge? there's an intersection, will the state maintain or the municipality maintain the road? Who's in charge? I don't know, but it would seem like something we ought to find out and figure out because that leads to traffic accidents, I'm sure, because people are so frustrated. They get a green light, but the next light in front of them is about to turn red. So it's very troubling. We ought to pay attention to that.

As part of that sort of 5A (sic), the Providence Water Supply Board has decided it's going to spend a huge amount of money to relocate their headquarters unnecessarily. At the same time, they're ripping up roads all over the place because they've got to do the Lead Replacement Program. Presumably, when they're done with that, they're responsible for making the road -- fixing the road back up again. The one jumps out at me is Reservoir Avenue in Cranston, which is a mess, and it's been a mess for a couple of years.

1 Providence Water was doing a lot of work on it 2 last year. I don't see them around this year; maybe they're done. But Reservoir Avenue is still 3 4 a mess. 5 I'd like to think that they're going to do that; they're going to make it whole again. 6 7 who's in charge of the traffic signals on 8 Reservoir Avenue in Cranston, as an example. 9 a state-maintained road, but Providence Water has 10 been doing all this work, and the signals are not coordinated. That's a subset. 11 That's an example 12 of if Providence Water is going to be replacing a 13 lot of lead pipes all over the place, there ought to be a coordination between Providence Water and 14 15 DOT so that we can get this all done as 16 efficiently and economically as possible. 17 you. 18 CHAIRWOMAN SHOCKET: Thank you. Is there 19 anyone who is not registered that wishes to speak? 20 (NO RESPONSE) 21 CHAIRWOMAN SHOCKET: I'd like to close the 22 public hearing at 8:06. 23 We are now going to go to the agenda as 24 I don't think I need to call anybody to set.

The first item on the agenda is an action

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order.

1 item for the approval of the April 21st, 2016 2 minutes. Do I have a motion to approve them? 3 MR. FLAHERTY: So moved. CHAIRWOMAN SHOCKET: 4 Second? MR. MONAGHAN: Second. 5 CHAIRWOMAN SHOCKET: Is there any 6 7 discussion? 8 (NO RESPONSE) 9 CHAIRWOMAN SHOCKET: All in favor? 10 (UNANIMOUS VOTE) 11 CHAIRWOMAN SHOCKET: Opposed? 12 (NO RESPONSE) 13 CHAIRWOMAN SHOCKET: The second item on 14 the agenda is a public comment on the agenda 15 items, and, obviously, that does not include 16 Amendment Number 7, which we've already had. 17 is there anyone that wishes to speak about any 18 other issues on the agenda? 19 (NO RESPONSE) CHAIRWOMAN SHOCKET: Well, we might get 20 21 out of here. The next item on the agenda is an 22 actual action item. That is approval of the STIP 23 2013-2016 Amendment Number 7, which we've been 24 discussing. I would like a motion, a second and 25 then discussion.

1 MR. WALKER: So moved. CHAIRWOMAN SHOCKET: 2 Second? 3 MS. BRADY: Second. CHAIRWOMAN SHOCKET: Discussion? 4 TAC? MR. WALKER: Chair? 5 CHAIRWOMAN SHOCKET: 6 Yes. 7 MR. WALKER: First, I'd like to reiterate 8 what has been said in some of the other meetings 9 in thanking the staff for the detail that we've 10 got in front of us. In my years that I've been here, I don't think that I can say that the level 11 12 of detail, the different ways that the material 13 has been split and the updates on what's going on 14 community by community to actually see that 15 projects are moving along, or they're not, or they've been cancelled. I have to say I think 16 17 this is the first time we've had this, which ends 18 up being double-sided enough to weigh things down, but I think it's worth it. 19 I think that I'll give a lot of credit to 20 21 Meredith and the work that she's done for going 22 back and historically looking at where some of the 23 gaps are to come up with how the funding came 24 about being presented here in the '13 to '16 TIP

Amendment, as well as Amy for the transit

component. But I've not seen where we've ever gone back and then come back to this body and said, "We didn't spend this money," or "We found this," or "It was unallocated, and we're going to put it on the table today."

So that's refreshing that we're actually going back and accounting for what their projects have been and what has been done with it or not done with it. So I'd like to commend the staff and the administration for doing that, as well as the Statewide Planning Program. And, last, but not least, I can't think Chelsea enough for her work in putting these tables together and being able to cut the data so that we could actually have it to use.

So, I also want to thank the staff for this summary because having it in our hands today instead of just getting a little bit of a narrative with being actually able to read what people said, again, I think is one of the first times we've had it in front of us from the afternoon session when we've met here at night, and it's nice to see what people are actually talking about for projects instead of generalities.

And then tonight to have almost two hours

-- or an hour and a half of more public discourse,
pro and con, I think is refreshing that people are
still coming out, and they're still interested.

So, I move the question because the detail that's
behind it, and notwithstanding the comments that
we've heard, I put forth a compelling case of why
we should -- for the programming, the fiscal '16
dollars, we should advance this tonight. And the
6/10, to me, scares me a little bit. I drive on
it every day, and I see the wood blocking.

I see that this project is about reconstructing bridges. And as we've had in the earlier meeting, I believe, and I would like to be corrected if I'm wrong, that the bigger project is still undefined. Jonathan, I remember, asked about "Where do we do that?" and "How do we talk about that?" That's not been discussed yet, so that's still to come. I look forward to those discussions, but if we can get those bridges started that a lot of us drive over both ways every day, to me, that's progress.

So, with that, thank you for the time, but also thank you to the staff for what we have before us tonight.

1 CHAIRWOMAN SHOCKET: Is there any other further discussion from members of the TAC? 2 MS. BRADY: I just wanted to note, so in 3 front of you, you also have -- it's actually three 4 5 I've got a request to ask you all a favor. You've got a black and white, kind of like this 6 7 with the lines. There should be two pages, not 8 three. Your third page has to do with years going 9 forward, not the '16 Amendment. So, if you would 10 take your last page off and just don't confuse yourself and eliminate it, and follow along. I'm 11 12 going to walk you through this amendment -- not 13 amendment, but these changes. These are technical changes that you've made. Some of them actually 14 15 answer some of the questions that were raised by 16 people earlier today. So I would like to just walk you through it really quickly. 17 18 We have found in going through our FTA Fixed Guideway Funding that we had accidentally 19 not included about half a million dollars, which 20 21 is when you're looking at the Fixed Guideway 22 Funding, that's significant. So we have now 23 included that funding. That's on your first page. We also have included an earmark for the Trestle 24

Trail Project, and this is all written and appears

in the record.

On your second page, you see a pretty substantial list of projects with revised project estimates. When we first put this program of projects together, we were putting these estimates together without necessarily project managers assigned and with our system very new, and we have since revised a number of the project estimates. In addition, we have a project on Route 102, Victory Highway, which was pointed out actually by a member of the TAC. The project is, in fact, complete.

The funding for that project has been removed, which has helped us out significantly in order to be able to increase the estimates of some of the other projects. And, for the most part, that generally takes care of the -- we also switched between available funding sources for a couple of projects. But, as I said, we're not adding any projects. These are all what I'll call technical corrections to what we originally submitted. And if there are any questions on those or anything else before us, I'm happy to help if I can.

CHAIRWOMAN SHOCKET: So we have a motion

on the floor for a second, and we've had discussion. Is there any further discussion?

MR. FLAHERTY: Madam Chair, thank you. I want to begin with a point of order. Looking at agenda item number 4, I thought that there was going to be TAC discussions before we went directly to a motion on item 5, but I'm fine with that. I'm happy to have that discussion now. It probably won't come as a surprise to the members of the TAC because we discussed at the April 21st meeting a concern that I raised about the use of public funds included in Amendment 7 for new highway ramps for Route 295.

Grow Smart has taken a formal position on that. In fact, I brought copies, and I'll just share with folks. You can pass it down. That outlines our concern more specifically. We don't believe that the use of these funds are consistent with our state guide plan. So, I was prepared to offer an alternate motion, but we have a motion on the table. So I'll just say that I'll be voting "no" for this motion and would be happy to offer an alternate motion if a sufficient number of people agree with that. Thank you.

CHAIRWOMAN SHOCKET: Any further

1 discussion? Dan, did you have something you wanted to -- I thought he raised his hand. 2 3 thought you had your hand raised for discussion. MR. BAUDOUIN: I did. I'm sorry, I don't 4 5 know where we are. Did John make a motion? CHAIRWOMAN SHOCKET: We're dealing with a 6 7 motion, and we're going to be voting on that, and 8 then he may have a supplemental motion. 9 MR. BAUDOUIN: I'm okay. 10 CHAIRWOMAN SHOCKET: Everett? 11 MR. STUART: Everett Stuart. I just want 12 to comment that I agree with John Flaherty on the 13 Route 295 ramps aspect and the sprawl of that would induce into the whole area. I don't have a 14 15 problem with the state providing financial 16 assistance to keeping Citizens in the state, but at that location, it's not transit friendly. 17 18 Urban freeways, part of the reasons they move slowly and they're clogged is because of the exits 19 20 and on-ramps are so close together. existing ones at Route 44 and Route 6 are only 21 22 about three miles apart. And, now, to accommodate one entity, we're going to put in one in the 23 24 middle of that.

So between the land use patterns and the

1 sprawl that would induce, you know, all sorts of surrounding properties, not just as what Citizens 2 3 is dealing with, I agree with John. I'm going to vote with John against this motion but based on 4 5 that one reason. 6 CHAIRWOMAN SHOCKET: Any other comments? 7 Yes. 8 MS. FREEMAN: I want to share that I'm 9 also planning on voting with John on this regarding the ramps. I have concerns about the 10 location of a major employer like this outside of 11 12 the urban center and the national friends by 13 employers and employees who want to be in urban I've just witnessed this with General 14 15 Electric. I moved to Boston based on urban 16 infrastructure, and to spend money supporting a relocation to an isolated campus like this doesn't 17 18 make sense, and for the state to support it financially like this doesn't make sense. So I'm 19 20 looking forward to hearing John's alternate 21 motion. CHAIRWOMAN SHOCKET: 22 Yes? 23 MR. HARRIS: I will vote with Bari and 24 Everett and John on this for the reasons stated.

Michael?

CHAIRWOMAN SHOCKET:

MR. WALKER: It shouldn't come as a surprise that I have a different viewpoint about this. Citizens, as a corporate citizen in Rhode Island, have made a decision to retain 3,200 Rhode Island jobs in Rhode Island, and those folks, as reported in the Providence Journal back when the announcement was made, is reaching the end of a lease agreement that they currently have in Cranston, and they are looking to bring their folks from Cranston, as well as a couple of our suburban locations, to one consolidated place.

When this was announced, I anticipated that there would be some discourse about it and actually pulled out land use 2025, the executive summary, and took a look at the map that's included in land use 2025 that depicts the urban services boundary and found that this location is actually within the urban services boundary. As land use 2025 calls for, that's where we should be focusing our development along our interstate highway system and within that boundary, which this does.

I also find right now that that land is zoned, and there could be other developments taking place there. This is not protected land

1 that is prevented or protected from future development. In fact, it could become house lots 2 3 tomorrow if Citizens were not going in there, and we could have housing developments all through 4 5 that area as well. So there was a landowner who There was a company that made a location 6 sold. 7 decision for their business, and it's 3,200 other 8 Rhode Islanders that are keeping their jobs in 9 Rhode Island, and, for that reason, I support this 10 project. That's why I moved the question the way it was. 11 12 CHAIRWOMAN SHOCKET: Any other comments? 13 MS. HAGGERTY: Given the controversial nature of the 295 component of Amendment 7, I'd 14 15 like the TAC to consider potentially separating that out and moving forward the rest of Amendment 16 7 without 295 and tabling that for further 17 18 discussion after that vote, if possible. CHAIRWOMAN SHOCKET: I think we need the 19 20 approval of the original motion person to be able 21 to separate it out. MR. WALKER: I'd rather not. I'd rather 22 23 have the motion stand as it is. 24 CHAIRWOMAN SHOCKET: Oh, I thought you 25 wanted to separate it out.

MR. WALKER: No, not at all.

CHAIRWOMAN SHOCKET: Is there any further comment from any members of the TAC? Yes.

MR. BAUDOUIN: Thank you. No one was more disappointed than me and others that they didn't locate in Downtown Providence, but I think they made a decision, and I understand the support to try to keep them in Rhode Island. I think it comes down -- not considering the land use elements, but when it comes down to the money, I think this project is a \$6 million project. I could be wrong, and Citizens was paying for half. Is that generally right?

MR. WALKER: Yes.

MR. BAUDOUIN: My suggestion is that there's nowhere in the transportation field that gives property owners a windfall than to build a new interchange. In other states, you have transportation improvement districts, and in this case, there are other development sites around that will probably be developed because it's a new interchange. Why have a windfall go to the owners of those properties and create a transportation improvement district and at least try to recover back the money that the state is going to put

forward to build the interchange so that maybe it becomes a zero cost to the government, a zero cost to this program, which at least overcomes some of the objections, I think. That would be my idea.

Let's see if we can investigate creating a transportation district like they've done in probably about ten other states. Maybe we need state legislation, but I don't think RIDOT would oppose the concept of trying to recapture some of the value that is created when they build all new interchanges. But, you know, I can't vote against this. I think the whole thing is, you know, not great for Providence, not great for downtown, but, hey, it is what it is. They've made their decision, and if there's a way that we can do it without coming up with any money, let's figure it out that way.

CHAIRWOMAN SHOCKET: Is there any further discussion? Yes?

MS. SHERRILL: Pam Sherrill. I'd like to support Dan's idea about a transportation improvement district. It's an area -- as a former town planner in Johnston, I can say that it's a former area -- or it's an area with several large developable parcels that are subject of lawsuits

1 right now that will be very -- be highly developable once the sewer and water is extended 2 to those sites, and certainly with access -- ramp 3 access extended to the sites. So I would like to 4 support your idea. I know that that's not 5 something within our amendment to speak about, but 6 it is an idea worth further investigation. 7 8 CHAIRWOMAN SHOCKET: MR. MONAGHAN: It would seem to me that 9 10 this is tantamount to a public private partnership, and we're going to be seeing more of 11 12 this as time goes by -- design build, different 13 project deployment practices -- and I don't see an issue with the state and Citizens participating in 14 15 a funding program where everybody wins. It's good 16 for the state; it's good for the people who are 17 working for Citizens; and we need to keep these 18 companies in the state. What we have to do is cooperate with them and work with them, and I 19 think that we should go forward with this matter. 20 21 CHAIRWOMAN SHOCKET: Any other discussion? 22 Yes? 23 MS. FREEMAN: Can I ask Dan or someone 24 else to explain the process briefly of 25 establishing a transportation for the district?

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| 1 | CHAIRWOMAN SHOCKET: I'd like to save that |
| 2 | discussion for another time. We have a motion on |
| 3 | the floor now, and I would like the discussion to |
| 4 | pertain particularly to that motion. Do we have |
| 5 | any further discussion on this motion? All in |
| 6 | favor? |
| 7 | (UNANIMOUS VOTE) |
| 8 | CHAIRWOMAN SHOCKET: Opposed? |
| 9 | MR. RHODES: Fran, can we do a roll call? |
| 10 | CHAIRWOMAN SHOCKET: Yeah, I think we have |
| 11 | to do a roll call. Walker? |
| 12 | MR. WALKER: Yes. |
| 13 | CHAIRWOMAN SHOCKET: Stuart? |
| 14 | MR. STUART: No. |
| 15 | CHAIRWOMAN SHOCKET: Harris? |
| 16 | MR. HARRIS: No. |
| 17 | CHAIRWOMAN SHOCKET: Brady? |
| 18 | MS. BRADY: Yes. |
| 19 | CHAIRWOMAN SHOCKET: Piccione? |
| 20 | MS. PICCIONE: Yes. |
| 21 | CHAIRWOMAN SHOCKET: Baudouin? |
| 22 | MR. BAUDOUIN: Yes. |
| 23 | CHAIRWOMAN SHOCKET: Flaherty? |
| 24 | MR. FLAHERTY: No. |
| 25 | CHAIRWOMAN SHOCKET: Freeman? |

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| 1 | MS. FREEMAN: No. | | | | | |
| 2 | CHAIRWOMAN SHOCKET: Gagnon? | | | | | |
| 3 | MR. GAGNON: Yes. | | | | | |
| 4 | CHAIRWOMAN SHOCKET: Haggerty? | | | | | |
| 5 | MS. HAGGERTY: Yes. | | | | | |
| 6 | CHAIRWOMAN SHOCKET: Monaghan? | | | | | |
| 7 | MS. MONAGHAN: Yes. | | | | | |
| 8 | CHAIRWOMAN SHOCKET: Porter? | | | | | |
| 9 | MR. PORTER: Yes. | | | | | |
| 10 | CHAIRWOMAN SHOCKET: Scanlon? | | | | | |
| 11 | MR. SCANLON: Yes. | | | | | |
| 12 | CHAIRWOMAN SHOCKET: Sherrill? | | | | | |
| 13 | MS. SHERRILL: Yes. | | | | | |
| 14 | CHAIRWOMAN SHOCKET: Shocket, yes. | | | | | |
| 15 | Motion carries, 12-2. | | | | | |
| 16 | MR. RHODES: 11 to 4. | | | | | |
| 17 | CHAIRWOMAN SHOCKET: That's not even | | | | | |
| 18 | close. Well, it passed, let's put it that way. | | | | | |
| 19 | MR. BAUDOUIN: At some point, can I make a | L | | | | |
| 20 | motion about my suggestion about the | | | | | |
| 21 | transportation improvement district? Does that | | | | | |
| 22 | come later? | | | | | |
| 23 | CHAIRWOMAN SHOCKET: You can do it now. | | | | | |
| 24 | MR. BAUDOUIN: Well, I'd just like to make | ! | | | | |
| 25 | a motion that RIDOT, and I guess the Department of | : | | | | |

1 Administration and the Statewide Planning take a look at the transportation improvement district as 2 3 it pertains to the interchange project that we just voted on as a way of recouping the other \$3 4 5 million that the state is allocating towards that 6 project. 7 CHAIRWOMAN SHOCKET: Dan, I apologize. Ι 8 missed the action part in the middle. Could you 9 please repeat that for just so I capture it 10 accurately? The motion is just to have 11 MR. BAUDOUIN: 12 RIDOT and Department of Administration look into 13 the idea of establishing a transportation improvement district in the area of the -- what is 14 15 it, the 295 interchange that we just voted funding for with the idea of trying to recoup the \$3 16 17 million that the state is expected to pay for that 18 interchange. MR. RHODES: Thank you. I appreciate 19 20 that. 21 MR. FLAHERTY: Second. 22 CHAIRWOMAN SHOCKET: Discussion? Yes, 23 Mike? 24 Perhaps in our next agenda MR. WALKER:

item, the work plan, that may be a good place

under the work that the TAC does, that the staff 1 does on behalf of the TAC to undertake this TAC 2 after the motion carries, that we have the staff 3 consider it as part of the work scope in the work 4 5 plans. Dan, if you would be willing 6 MR. RHODES: 7 to amend your motion to make that a request to 8 have that included in the UPWP for FY'17, the 9 staff would be happy to accept that. Is that related to this 10 MR. BAUDOUIN: 11 specific project, though not as a general idea? 12 I'd like it related to a specific project. 13 MR. RHODES: Yes, sir. MR. BAUDOUIN: Yes, sure. 14 15 CHAIRWOMAN SHOCKET: Any further discussion? 16 17 (NO RESPONSE) 18 CHAIRWOMAN SHOCKET: All in favor? 19 (UNANIMOUS VOTE) 20 CHAIRWOMAN SHOCKET: Opposed? 21 (NO RESPONSE). CHAIRWOMAN SHOCKET: I'd like to introduce 22 Parag Agrawal, and he will be discussing agenda 23 24 item number 6, Unified Transportation Planning and 25 Work Program.

1 MS. FREEMAN: May I ask a question? 2 was just a point of order. Was there a moment 3 when we had an opportunity to ask questions that related to the original TIP? I see it as tax 4 discussion under item 4, but I don't feel like I 5 -- similar to -- what John mentioned earlier. 6 7 MR. RHODES: So we got to the discussion It was actually taken up under item number 8 point. 9 At that point the Mr. Walker made a motion to 10 That motion was seconded, and then the discussion was held. 11 12 MS. FREEMAN: And when was the TAC discussion on the TIP? 13 MR. RHODES: The discussion was on the 14 15 amendment. 16 MS. FREEMAN: On the amendment. Is there 17 a point where we were having a discussion on the 18 TIP? MR. RHODES: No, because the TIP for '17 19 to '25 is not scheduled for action. 20 The TAC, of course, can entertain that discussion should you 21 22 like. 23 CHAIRWOMAN SHOCKET: But that agenda item 24 was specifically for the amendment.

Okay.

MS. FREEMAN:

1 MR. RHODES: And I apologize; the agenda 2 was a little bit fuzzy there. So we're on the 3 work program. CHAIRWOMAN SHOCKET: Michael Walker? 4 MR. WALKER: At the next meeting, when the 5 public hearing is closed, will we have the 6 7 opportunity to talk about the '17 to '25 TIP then, 8 or prior to taking any action on it? MS. CALLAGHAN: Yes. And we'll provide 9 10 you with the public comment report, which will summarize all of the public comments received at 11 12 this public hearing and the earlier one and all 13 written comments received. So that's really the opportunity the TAC will have to discuss the draft 14 15 TIP. 16 MS. FREEMAN: Okay, I'm sorry. I was 17 under the impression it was today. 18 CHAIRWOMAN SHOCKET: Ms. Piccione? MS. PICCIONE: Lilly Piccione. 19 What 20 happens if we do not approve -- we have a 21 discussion and have arguments or discussions and 22 are unable to approve the TIP at the next session? 23 MS. CALLAGHAN: Well, you're scheduled to 24 review the draft, the public comment report into 25 the July meeting, and to make a recommendation to

the State Planning Council in August. So you'll have lots of opportunity.

MR. RHODES: Two more meetings prior to staff requesting action on the FY'17 to '25 TIP.

MS. CALLAGHAN: Again, the public comment period closes on June 26th. I think that's after the next meeting date. The next meeting date is the 23rd, June 23rd. So the public comment period closes after your meeting date.

10 CHAIRWOMAN SHOCKET: Okay. Go ahead.

MR. BAUDOUIN: Thank you. Just a procedural question. All the comments that have been received, that will be received, is it -- are they going to be answered by staff, or do we just receive the comments without an answer? And then will there be any suggested changes that RIDOT or the Department of Administration and Statewide Planning make on the next draft, or is it basically -- or there won't be any changes?

CHAIRWOMAN SHOCKET: Jared is going to

take that.

MR. RHODES: Dan, as is our standard practice, what we will do is we will be working between now and the end of the comment period to first and foremost put together a summary table

that summarizes all the comments that were 1 received on the proposed FY'17 to '25 TIP, both 2 3 those we received verbally at our hearings today as well as those that we received in writing. 4 Once we have what we feel is an accurate capture 5 and summary of those comments, we will be 6 7 coordinating with staff at DOT and RIPTA to 8 produce draft responses to those comments. 9 on how those conversations go and what those responses are, there may, in fact, be proposed 10 revisions to the TIP as a result of all the 11 12 comments that we have received. 13 So, by the time we've reached the end of this process, and we're asking for a final 14 15 recommendation, you will have that summary table 16 that summarizes the comments, has the DOT, RIPTA, 17 Statewide Planning response, as well as any 18 suggested edits that are proposed. In addition to that, you will have a complete stenographic record 19 20 of the hearings, as well as hard copies of all the 21 written comments that are received, and our intention is to also make available to TAC members 22 23 the actual audio recording from these meetings 24 should you be interested in them. MR. BAUDOUIN: All right. You've got it 25

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MS. FREEMAN: There were also questions that were asked by the TAC at the last meeting recorded in the minutes that we're going to get an answer from RIDOT, which I don't believe we've received yet.

MR. RHODES: RIDOT is well aware of those comments and is working on preparing the response to those as well.

MS. FREEMAN: Questions, not comments?

MR. RHODES: Questions, comments.

MS. FREEMAN: Semi-annual safety review,
the definition and the process.

MR. RHODES: As documented in the minutes, correct.

MS. FREEMAN: Thank you.

17 CHAIRWOMAN SHOCKET: Parag?

MR. AGRAWAL: Good evening everyone. I'm

Parag Agrawal, and I'm the new director of the

Division of Planning. This is my third week over

here. I know a lot of good work is going on over

here, so I'm very happy to be part of all this. I

came here from Bridgeport, Connecticut, where I

served as the city's planning director for more

than three years. Before that, I was working for

Montgomery County in Maryland for more than eight years, and I started working for the City's Historic Preservation Office in Columbus, Ohio where I worked for more than six years.

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I have a background in architecture. I am an architect, and I did my planning from Ohio Taking this number 6 on the agenda of the State. Unified Transportation Planning Work Program, it is my understanding that you all have reviewed this work program. And, since then, we have added three more items to this based on the suggestions of the State Plan Council and the Governor's office. Those three items are: Number 1 is the transit hub. We will be more involved in the transit hub. Second is the housing plan. division will be working more closely with the Rhode Island Housing on the Housing Plan, and the third is the Cranston Street Rehabilitation Project.

So our division will be taking a more active role and rehabbing that rehabilitation on Cranston Street. So these are the three major improvements. These are three major revisions in our work program, but all other items remain as they are. We have also -- Jared and I, we have

1 also made a comprehensive summary of this item, 2 because there was around 81 pages, and for other 3 things, State Planning suggested, "Okay, there should be a better way of reviewing this document 4 5 so not everyone can go through the 81 pages." what we have done is we have put together a table 6 7 that basically charts all the projects from our 8 division, and we can hand over that table to you. 9 So, if I may? MR. RHODES: 10 CHAIRWOMAN SHOCKET: 11 MR. RHODES: Jared Rhodes speaking again. 12 Staff would appreciate if the Transportation 13 Advisory Committee would be willing to recommend to the State Planning Council that they adopt this 14 15 work program, and Dan I have not forgotten about 16 your recent motion. I will make that add. 17 MR. AGRAWAL: So there are four new items, 18 including Dan's. 19 I so move. MR. BAUDOUIN: 20 MR. RHODES: Thank you, sir. 21 CHAIRWOMAN SHOCKET: Is there a second? 22 MS. BRADY: Second. CHAIRWOMAN SHOCKET: Any further 23 24 discussion of this item? 25 (NO RESPONSE)

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| 1 | CHAIRWOMAN SHOCKET: All in favor? | |
| 2 | (UNANIMOUS VOTE) | |
| 3 | CHAIRWOMAN SHOCKET: Opposed? | |
| 4 | (NO RESPONSE) | |
| 5 | CHAIRWOMAN SHOCKET: Is there any | |
| 6 | additional public comment? | |
| 7 | (NO RESPONSE) | |
| 8 | CHAIRWOMAN SHOCKET: Are there any | |
| 9 | announcements? | |
| 10 | (NO RESPONSE). | |
| 11 | CHAIRWOMAN SHOCKET: Motion to adjourn so | |
| 12 | we can all go home. | |
| 13 | MS. SHERRILL: Announcement. | |
| 14 | CHAIRWOMAN SHOCKET: Announcement. | |
| 15 | MS. SHERRILL: I left a flier for some | |
| 16 | upcoming meetings for the Bus Stop Design Guide | |
| 17 | Project. This is from RIDOT and RIPTA, and this | |
| 18 | is a design guideline for RIPTA/RIDOT and | |
| 19 | municipalities used to integrate bus stops into a | |
| 20 | complete street and approach. So I hope to see | |
| 21 | people at these meetings. Thank you. | |
| 22 | CHAIRWOMAN SHOCKET: Any other | |
| 23 | announcements? | |
| 24 | MS. FREEMAN: Just a quick one. We have a | |
| 25 | new bike map in town. It's the Newport County | |

| 1 | C-E-R-T-I-F-I-C-A-T-I-O-N |
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| 2 | STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS PROVIDENCE, SC. |
| 3 | TROVIDENCE, SC. |
| 4 | I, SALLY BRASSARD, do hereby certify that |
| 5 | the foregoing is a true, accurate, and complete |
| 6 | transcript of my notes taken at the above-entitled |
| 7 | proceeding. |
| 8 | IN WITNESS WHEREOF, I have hereunto set my |
| 9 | hand this 2nd day of June, 2016. |
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| 14 | SALLY BRASSARD, CSR/RPR |
| 15 | NOTARY PUBLIC MY COMMISSION EXPIRES: 1/16/17 |
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| 3,200 (2) 20:4:21:7 | 68:1 | | | |
| 80:4;81:7 | 7109 (1) | | | |
| 30 (2) | 28:18 | | | |
| 49:9;51:24 | 8 | | | |
| 300 (2) 10:19;13:17 | O | | | |
| 308 (1) | 8:06 (1) | | | |
| 29:10 | 8:06 (1) 70:22 | | | |
| 47.10 | 10.22 | | | |
| | | | | |

FFY 2016 Summary of Comments Received

Since the TAC is being requested to make a recommendation to the State Planning Council on Amendment #7 tonight, I would like to provide a brief summary of the public comments received either in writing or from the 2:00 pm hearing related to the Amendment. The comments include the following:

Recommended changes to

- Retitle Programs
 - Retitle Program from "Traffic Safety Maintenance" to "Traffic Safety"
 - Retitle Program from "Bridge Maintenance" to "Bridge Preservation"
- Federal Funding sources
 - LTAP Funding should be \$300,000
 - Pawtucket/Central Falls Station This project is ineligible for 5337 funds as it is a new station. The funding source should be corrected to an eligible federal program or to state funds.

Projects

• South County Bike Path Extension - Narragansett

General appreciation expressed for inclusion of the project in the TIP.

The project should be completed using the off-road route through Canonchet Farm, and should not consider alternatives already studied. The \$1.62 million allocated for FFY 17 and 18 should be used for design and permitted of off-road route through Canonchet Farm. The project description should be changed to "Design and construction of the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach using an off-road route through Canonchet Farm." Also title of the project should be changed to "South County Bike Path Completion."

- Rt. 102 Victory Highway Coventry Foster
 - Timing and funding source appear to be incorrect in the amendment.
- Southeast Light House Museum Rehabilitation New Shoreham
 Expressed support for the project and pleased that it will be funded in FFY 16.
- Aquidneck Island Bikeway Melville Connector Portsmouth (Referenced in Public comment at Portsmouth Bike Path)

Would like the project to be funded in FFY2016 instead of FY 2024 as identified in the FFY 2017-2025 STIP. Questioned if the \$2.5 million identified in FFY 2013-2016 STIP for Study and Design of bicycle planning projects could be used to advance this project instead.

• Herreshoff Marine Museum - Bristol

Requests that the timing of the project be advanced, preferably to FFY 2016 due to the project already being in progress with \$386,000 spent to-date. The Museum has invested \$100,000 itself. Also have a grant from the RI Foundation for \$115,000 which could be lost if the project timing is pushed back. The FFY 2017-2025 STIP identifies the project for funding in FY 2025. Also stated that

the Museum has an agreement in place with RIDOT for \$1.5 million, however only \$815,000 has been identified in the STIP to advance the project. The Town of Bristol supports this project.

Bay Street Streetscape Improvements — Westerly

Requests that the project be reprioritized and advanced earlier than FFY 2022, as identified in the FYY 2017-2025 STIP. Stated that work has already gone into the project (\$10 million for drainage improvements), with additional worked planned in the coming years (\$350,000 in the fall 2016 for lighting), towards improving this important tourist destination. The project is close to P&E and is ready to be constructed.

• Route 6/10 – Providence

Expressed concern that RIDOT does not have sufficient design plans at this stage to allocate \$195 million in funding for the project in FFY 2016. Supportive of the boulevard concept. The project should only be funded in FFY 2016 to keep oversight going for the project.

Interstate 295 Ramps – Johnston

Opposition expressed for the use of \$3 million in state funds to support the construction of these exit ramps to accommodate Citizens Bank's new corporate facility that is planned for Johnston. The funds should be rather directed more in Rhode Island's urban core and towards transportation alternatives projects. An environmental impact statement should also be conducted.

• Travel Plaza - Hopkinton

Stated that the project is misleading under the Transit category as there will only be three buses a day serving the plaza.

Downtown Providence Enhanced Transit Corridor – Providence

The Amendment obligates \$17 million of TIGER funds that are matched with State funds for the project. Questioned the project and stated that not enough detail has been given to green light it.

Pawtucket / Central Falls Train Station – Pawtucket/Central Falls

Expressed support for the project and pleased that funding has been identified in the STIP. However there is not enough funds in the TIP identified to support actual construction of the project.

• Main Street (Rt.1) Resurfacing & Sidewalk Rehabilitation – East Greenwich

Requests that the timing of the project advance earlier than FFY 2017, as identified in the draft TIP. Also stated that \$550,000 is not enough funds, as identified in the TIP. The funding should be closer to \$1.5 million to complete paving, sidewalk, ADA ramps and other amenities. Stated that Main Street is important to the local economy.

Route 114 (Pawtucket Avenue) Taunton Ave to Warren Ave – East Providence

Requested that the timing of the project advance earlier than FFY 2022, as identified in the draft TIP. This is a heavily traveled roadway and the sidewalks are in terrible condition.

These comments will be summarized and addressed by either SPP, RIDOT, or RIDOT in a Public Hearing Report which will be prepared for the State Planning Council's June 9th meeting.







Howard M. Kilguss Chairman of the Board

Scott Wolf Executive Director

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Grow Smart RI Statement on Citizens Bank relocation announcement

Contact: Scott Wolf, Executive Director, 401-273-5711, x 4; 401-258-3125 (cell)

March 24, 2016 - Grow Smart Rhode Island is deeply concerned by the announcement last week that taxpayer resources are being committed for building new infrastructure to facilitate a move by Citizens Bank to develop a 108-acre wooded property in Johnston, RI.

Although we question the wisdom of Citizens' decision to relocate 3,200 employees to an isolated campus, bucking the national and regional trend of employers locating where young and talented workers most want to be - in vibrant urban centers - that certainly remains their business decision.

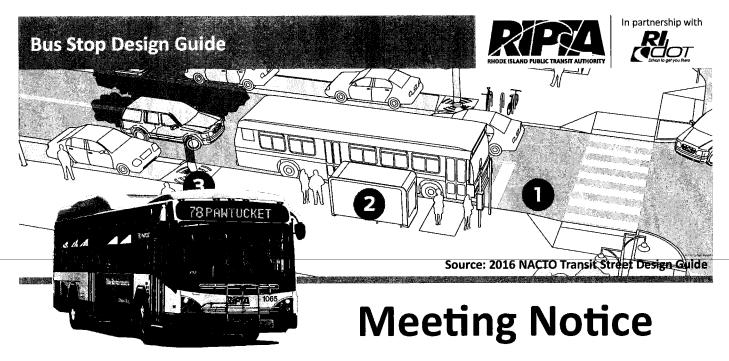
We object, however, to the decision by the Raimondo Administration to commit public resources to help facilitate the type of move that undermines Rhode Island's progress in incentivizing the revitalization of its cities and town centers while protecting and preserving its remaining farmland and forestland. It also seems to deviate from the Administration's own strong commitment to smart growth policy initiatives that we have praised repeatedly.

It was reported that the Rhode Island Department of Transportation will absorb \$3 million in cost to design and install new highway ramps to serve the property and that the quasi-governmental Narragansett Bay Commission will pay the undisclosed cost of extending a sewer line to the property.

Grow Smart RI was founded in large part to counter the negative economic and environmental effects of decades long subsidization of suburban sprawl by both the state and federal government. That's why we're particularly troubled by the planned consolidation of many of Citizens' Rhode Island offices on forested property requiring new sewer and transportation infrastructure outlays by state government.

#

Grow Smart Rhode Island is a coalition of business and civic leaders and concerned citizens that provides statewide policy leadership for those seeking sustainable and equitable economic growth. We promote such growth by advocating for growth and development in revitalized urban, town, and village centers balanced with responsible stewardship of our region's natural assets – farmland, forests, the coastline, and the Bay. We inform leaders, decision makers, and concerned citizens about the many benefits of compact development and asset stewardship and provide research and training on proven smart growth strategies. We convene broad coalitions that advocate policy reforms and specific projects designed to build communities where all people and businesses can thrive.



RIPTA has scheduled three open house meetings in June to gather input on the Rhode Island Bus Stop Design Guide, to be used by RIPTA, RIDOT and municipalities when roads with RIPTA bus routes are reconstructed or improved. Your input is welcome at any of the three drop-in sessions, or by email to Pam Sherrill at sherrill6@cox.net:

THURSDAY, JUNE 9, 2016 - 5:30 TO 7:30 PM

NEWPORT GATEWAY CENTER

23 AMERICA'S CUP AVE, NEWPORT, RI 02840 RIPTA ROUTES 14, 60, 63, 64, 67

WEDNESDAY, JUNE 15, 2016 - 3 TO 7 PM

THE PROVIDENCE FOUNDATION

30 Exchange Terrace Conference Room, Providence, RI 02903
ALL RIPTA ROUTES SERVICING THE KENNEDY PLAZA AREA

MONDAY, JUNE 20, 2016 - 6 TO 8 PM

THE WOONSOCKET DEPOT

1 DEPOT SQUARE, WOONSOCKET, RI 02865 RIPTA ROUTES 54 AND 87

Meetings are accessible to persons with disabilities. RIPTA will provide translation and interpreter services for non-English speakers and the hearing impaired, provided such a request is made at least 72 hours prior to the hearing date. A request for these services can be made in writing or by calling (401)784-9500 x242 or 800-745-5555 (RI Relay TDD).

Further information is available at http://www.ripta.com/rhode-island-bus-stop-design-guide.

| | | | | FFY 2016 | |
|---|----------|----------------|---------|----------|---|
| Funding Source | Year O | riginal Add(Su | btract) | Revised | Reason |
| FTA (Fixed Guideway) | 2016 | \$3.43 | \$0.50 | \$3.93 | Error: FY 2016 Did not receive the correct amount of FTA Funding available to RI. |
| Total FTA Funding | | \$3.43 | \$0.50 | \$3.93 | |
| | | | | | |
| SAFETEA-LU High Priority Projects 3677-5173 | 2016 | \$0.00 | \$0.17 | \$0.17 | Available Earmark Funds for Trestle Trail Project. |
| Total Earmark Funding | 네.요즘 살림빛 | \$0.00 | \$0.17 | \$0.17 | |
| | | | | | • |
| Total FFY 2016 Funding Chang | es | \$3.43 | \$0.67 | \$4.10 | |

| RESERVE AND ADDRESS OF | - Color | 78900 C | | | FFY 2016 | | | | |
|-------------------------|---------|--|-----------------|----------|------------------|----------|--------------|-----------|---|
| off distribution in the | TIP ID# | | Pipeline | Year | Funding | Original | Add(Subtract |) Revised | Reason |
| 0165X | | Rt 108, Kingston Rd & High St | Pavement | 2016 | NHPP | \$1.80 | \$0.40 | \$2.20 | Revised Project Estimate. |
| 0078U | | Improvements to Downtown Providence C-3 | Pavement | 2016 | NHPP | \$1.90 | (\$0.80) | \$1.10 | Revised Project Estimate. |
| 0079G | | I-95 (US- 1 To Eddy St) | Pavement | 2016 | NHPP | \$0.05 | \$0.13 | \$0.18 | Revised Project Estimate. |
| 0173N | | US-1 Commodore Perry HWY | Pavement | 2016 | NHPP | \$0.07 | \$0.03 | \$0.10 | Revised Project Estimate. |
| 0081R | | Rt 24 (Rt 114 To Hummocks Ave) | Pavement | 2016 | NHPP | \$0.07 | \$0.03 | \$0.10 | Revised Project Estimate. |
| 0061A | | US 44 and Rt 100 Intersection | Pavement | 2016 | NHPP | \$0.30 | \$0.04 | \$0.34 | Revised Project Estimate. |
| 0173X | | US -6 Hartford Pike and Hartford Ave (Danielson PK to | I-295, Pavement | 2016 | NHPP | \$0.20 | \$0.09 | \$0.29 | Revised Project Estimate. |
| 0076N | | Rt 107, Main St (Rt 100 to Union Ave) | Pavement | 2016 | NHPP | \$2.40 | (\$0.08) | \$2.32 | Revised Project Estimate. |
| 0007C | | Rt 138, East Main Rd & Park Ave | Pavement | 2016 | NHPP | \$0.09 | \$0.05 | \$0.14 | Revised Project Estimate. |
| 0081W | | Rt 146 (I-95 to 6 Miles South of Serman Ave) | Pavement | 2016 | NHPP | \$0.19 | \$0.07 | \$0.26 | Revised Project Estimate. |
| 0007F | | Two Mile Corner | Pavement | 2016 | NHPP | \$3.50 | (\$0.10) | \$3.40 | Revised Project Estimate. |
| | | Main St. in East Greenwich (First Ave to Division St) | Pavement | 2016 | NHPP | \$0.00 | \$0.05 | \$0.05 | New Proposed Project. |
| | 1264 | Projects Currently Under Construction | Pavement | 2016 | NHPP | \$5.44 | \$0.09 | \$5.53 | Revised Project Estimate. |
| 0172Y | 2005 | Rt 102, Victory Hwy (Harkney Hill Rd to Old Plainfield I | Pk) Pavement | 2016 | Gas Tax | \$0.50 | (\$0.50) | \$0.00 | Project has been completed. All funds previously authorized. |
| | 1264 | Projects Currently Under Construction | Pavement | 2016 | Gas Tax | \$0.00 | \$0.07 | \$0.07 | Revised Project Estimate. |
| 0172Y | 2005 | Rt 102, Victory Hwy (Harkney Hill Rd to Old Plainfield I | Pk) Pavement | 2016 | RICAP (HIP) | \$5.60 | (\$5.60) | \$0.00 | Project has been completed. All funds previously authorized. |
| 0172B | 2014 | Woonasquatucket Ave (Fruit Hill Rd to US Rt 44) | Pavement | 2016 | RICAP (HIP) | \$4.50 | (\$0.20) | \$4.30 | Revised Project Estimate. |
| | 1264 | Projects Currently Under Construction | Pavement | 2016 | RICAP (HIP) | \$0.00 | \$5.97 | \$5.97 | Revised Project Estimate. Switching Between Available Funding Sources. |
| | | Total Pavement Pipeline | | | | \$56.01 | (\$0.26) | \$55.75 | |
| - | | | | | | | | | |
| | | State Traffic Commission - Ped and Inter Safety Imprv. | | 2016 | STPG | \$1.60 | (\$1.18) | \$0.42 | Switching Between Funding Sources. |
| | 9610 | State Traffic Commission - Ped and Inter Safety Imprv. | Traffic | 2016 | RIHMA | \$0.00 | \$1.18 | \$1.18 | Switching Between Funding Sources. |
| | udes 3 | Total Traffic Safety Pipeline | | | | \$27.00 | \$0.00 | \$27.00 | |
| | | | | | | | | | о при |
| | | Pawtucket/Central Falls Train Station | Transit Capital | 2016 | FTA | \$2.80 | \$0.50 | \$3.30 | Revised Project Estimate and Funding Schedule. |
| | | Pawtucket/Central Falls Train Station | Transit Capital | 2016 | Gas Tax | \$0.00 | \$0.43 | \$0.43 | Revised Project Estimate and Funding Schedule. |
| | | Total Transit Capital Pipeline | | | Ministri dada. | \$50.20 | \$0.93 | \$51.13 | |
| | 0004 | Toronto Torillo Maria Company | | | | | | | |
| İ | | Trestle Trail - West Section -2 Bridges | TAP | 2016 | RICAP (Projects) | \$1.56 | (\$0.17) | \$1.39 | Switching Between Available Funding Sources. |
| 1 | 9001 | Trestle Trail - West Section -2 Bridges | TAP | 2016 | Earmark | \$0.00 | \$0.17 | \$0.17 | Switching Between Available Funding Sources. |
| | | -1 1 | | | | | | | Switching Between Available Funding Sources. Use of STPG Setaside Funds |
| | 5320 | Blackstone River Bikeway - Segment 8C | TAP | 2016 | STPG | \$0.00 | \$1.18 | \$1.18 | (Formerly TAP funds). |
| | | | | | | | | | Switching Between Available Funding Sources. Use of STPG Setaside Funds |
| | | Blackstone River Bikeway - Segment 8C | TAP | 2016 | RIHMA | \$1.39 | (\$1.18) | \$0.21 | (Formerly TAP funds). |
| | | Total TAP Pipeline | | | | \$11.09 | \$0.00 | \$11.09 | |
| | | | | _ | | | _ | | |
| | | | · | Total FF | Y 2016 Changes | \$144.30 | \$0.67 | \$144.97 | |

| | | Project Name Changes to STIP | |
|--|----------|--|--|
| PTSID TIP ID# Project | Pipeline | FFY 2016 Project Name Revision | |
| 5011 Pawtucket/Central Falls Train Station | Transit | Pawtucket/Central Falls Transit Center | |

| | | | | FI | FY 2017 |
|---|------|------------|---------------|---------|---|
| Funding Source | Year | Original . | Add(Subtract) | Revised | |
| FTA (Fixed Guideway) | 2017 | \$3.44 | \$0.60 | \$4.04 | Error: FY 2017 Did not program the correct amount of FTA Funding available to RI. |
| Total FTA Funding | | \$3.44 | \$0.60 | \$4.04 | |
| | | | | | |
| SAFETEA-LU High Priority Projects 3677-5173 | 2017 | \$0.00 | \$3.00 | \$3.00 | Available Earmark Funds for Route 138 Projects. |
| Total Earmark Funding | | \$0.00 | \$3.00 | \$3.00 | |
| | | | | | |
| Total FFY 2017 Funding Change | | \$3.44 | \$3.60 | \$7.04 | |

| | | | | FF | Y 2018 |
|---|------|------------|--------------|---------|---|
| Funding Source | Year | Original A | dd(Subtract) | Revised | Reason |
| FTA (Fixed Guideway) | 2018 | \$3.50 | \$0.60 | \$4.10 | Error: FY 2018 Did not program the correct amount of FTA Funding available to RI. |
| Total FTA Funding | | \$3.50 | \$0.60 | \$4.10 | |
| FTA Section 5309 Earmark | 2018 | \$0.00 | \$0.40 | \$0.40 | Bus Livability Program for Bicycle and Pedestrian Bus Access Improvements. |
| SAFETEA-LU High Priority Projects 3677-5173 | 2018 | \$0.00 | \$3.00 | \$3.00 | Available Earmark Funds for Route 138 Projects. |
| Total Earmark Funding | | \$0.00 | \$3.40 | \$0.40 | |
| Total FFY 2018 Funding Changes | s | \$3.50 | \$4.00 | \$4.50 | |

| | | | | FF | Y 2019 |
|----------------------|------|--------------|-------------|---------|---|
| Funding Source | Year | Original Add | l(Subtract) | Revised | Reason |
| FTA (Fixed Guideway) | 2019 | \$3.47 | \$0.70 | \$4.17 | Error: FY 2019 Did not program the correct amount of FTA Funding available to RI. |
| Total FTA Funding | | \$3.47 | \$0.70 | \$4.17 | |

| | | | F | FY 2020 |
|---|-----------|-------------------|-----------|---|
| Funding Source | Year Orig | nal Add(Subtract) | ********* | |
| FTA (Fixed Guideway) | 2020 \$ | 3.48 \$0.80 | \$4.28 | Error: FY 2020 Did not program the correct amount of FTA Funding available to RI. |
| Total FTA Funding | \$ | 3.48 \$0.80 | \$4.28 | |
| | | | | |
| SAFETEA-LU High Priority Projects 3677-5173 | 2020 \$1 | 0.00 \$1.80 | \$1.80 | Available Earmark Funds for Pell Bridge - Improve Access Projects. |
| Total Earmark Funding | \$(|).00 \$1.80 | \$1.80 | |
| | | | | |
| Total FFY 2020 Funding Changes | \$: | 3.48 \$2.60 | \$6.08 | |